



Command= 210-

Point#, Start#-End# or G#= 1-1542

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----08-26-2023-----18:37:07-----D:...\BMFOURTH							
	15.40		SETHUB	1	5000.0000	5000.0000	OCC
	20.43		SETHUB	2	5421.2353	5081.4540	TRA
	26.88		SETHUB	3	5368.6006	5380.8163	TRA
	39.58		SETHUB	4	5566.7740	5623.0402	TRA
	23.49		FNDNHHB	5	5867.8238	5739.4414	TRA
	15.65		SETHUB	6	6120.6180	5672.4208	TRA
	12.42		SETHUB	7	6085.0895	5181.1701	TRA
	6.67		SETHUB	8	6042.4976	4593.1580	TRA
	8.11		SETHUB	9	5801.7509	4253.4484	TRA
	6.65		SETHUB	10	5568.9273	4072.7156	TRA
	5.45		SETCF	11	5334.6356	4013.1678	TRA
	5.36		SETHUB	12	4906.8016	4160.5398	TRA
	8.51		SETHUB	13	4610.9999	4515.8136	TRA
	15.40		SETHUB	14	5000.0000	5000.0000	TRA
	22.37		CORHSE	50	5274.0497	5111.2439	SS
	22.77		CORHSE	51	5300.6842	5126.9203	SS
	22.84		CORHSE	52	5332.4814	5157.7502	SS
	23.74		WELL	53	5356.2719	5159.3110	SS
	21.94		BARN	54	5363.7637	5163.7532	SS
	23.00		BARN	55	5398.3293	5201.2029	SS
	23.70		SHED	56	5404.4386	5262.1450	SS
	23.73		SHED	57	5415.3148	5252.6817	SS
	22.94		GAR	58	5451.6653	5220.0630	SS
	22.90		GAR	59	5471.6152	5202.6065	SS
	22.20		OFFICE	60	5487.1040	5179.5273	SS
	22.00		OFFICE	61	5505.0686	5163.6126	SS
	27.46		FNDIP	62	5444.3770	5421.5694	SS
	27.30		FNDIP	63	5434.7280	5414.3631	SS
	26.58		BARN	64	5500.4873	5402.4550	SS
	25.83		BARN	65	5524.2498	5380.3131	SS
	27.64		HSE	66	5405.0212	5367.3224	SS
	27.26		HSE	67	5379.8424	5335.4689	SS
	22.99		FNDIP	68	5299.8199	5277.8029	SS
	23.86		BARN	69	5366.2143	5231.3053	SS
	26.97		POLE245	70	5575.9194	5568.9783	SS
	26.11		POLE295	71	5600.4028	5584.8980	SS
	23.27		POLEA10	72	5676.7219	5592.2420	SS
	23.45		POLEA10	73	5705.5084	5610.4996	SS
	19.07		SETCFEND	74	6084.9349	5744.0509	SS
	18.35		<FNC	75	6061.2155	5765.2793	SS
	20.08		FNCONGD	76	6014.1251	5792.7474	SS
	18.84		SETCF<WL	77	6125.2038	5718.8549	SS
	17.85		SETCF<WL	78	6147.2249	5707.9906	SS
	19.13		FNDNHHB	79	6152.8087	5802.3217	TRA
	17.51		FNDIP	80	6219.4657	5709.7175	SS
	15.19		FNDIP	81	6211.6730	5510.2327	SS

JOB #2 181shaw [1542]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----08-26-2023-----18:37:07-----D:...\BMFOURTH							
	14.73		CLSWALE	82	6157.8636	5686.1922	SS
	13.26		CLSWALE	83	6162.1533	5637.9596	SS
	9.84		CLSWALE	84	6130.7770	5524.9303	SS
	7.86		CL@POND	85	6117.5850	5449.0114	SS
	7.32		CLCRK	86	6146.7005	5291.7096	SS
	6.91		CLCRK	87	6203.0901	5226.4225	SS
	5.18		CLCRK	88	6235.7211	5108.3730	SS
	5.09		CLCRK	89	6267.2896	5076.3103	SS
	3.97		CLCRK	90	6287.0721	5010.4284	SS
	4.00		CLDTCH	91	6324.5341	4945.3965	SS
	-47.10		INTCRKDT	92	6408.1937	4844.3329	SS
	9.78		POLE	93	6125.7508	4861.0924	SS
	10.40		POLE	94	6149.1678	4875.1366	SS
	11.50		POLE	95	6172.9796	4887.5105	SS
	9.60		POLE241	96	6037.2486	4812.1382	SS
	9.10		POLE291	97	6064.2590	4827.4128	SS
	12.15		SETHUB	98	6896.4533	5290.5964	SS
	3.20		CLCROSS	99	6265.0173	4720.8407	SS
	1.30		CLCRK	100	6210.4854	4664.1433	SS
	4.00		POLE290	101	6147.8276	4661.2813	SS
	4.50		POLE240	102	6119.1841	4650.6926	SS
	3.16		CLCRK	103	6029.5145	4411.4111	SS
	4.27		INTDTCH	104	5988.6400	4337.1518	SS
	1.80		INTDTCH	105	5918.1573	4227.1520	SS
	-47.10		CLCRK	106	5879.0042	4170.1543	SS
	-47.10		CLCRK	107	5852.3958	4123.8159	SS
	-47.10		CLCRK	108	5803.0286	4092.9035	SS
	-47.10		CLCRK	109	5754.7817	3980.4089	SS
	2.85		CLCRK	110	5707.8289	3947.2179	SS
	-47.10		CLCRK	111	5679.6992	3947.1501	SS
	-47.10		CLCRK	112	5676.5773	3915.8576	SS
	3.16		INTCR/RI	113	5654.0015	3895.3191	SS
	4.08		CLRIVER	114	5601.3920	3925.1445	SS
	3.35		CLRIVER	115	5464.4128	3940.0995	SS
	3.13		RT15CLR	116	5422.7662	3931.7537	SS
	1.85		RT15CLR	117	5407.3231	3879.2384	SS
	1.76		RT15CLR	118	5322.2242	3770.0019	SS
	2.28		RT15CLR	119	5304.4678	3702.3167	SS
	2.41		CLRIVER	120	5273.4875	3670.0922	SS
	3.69		CLRIVER	121	5189.2436	3719.9934	SS
	5.49		EDGMRSH	122	5348.8130	4056.6025	SS
	8.30		CLDTCH?	123	5264.0250	4208.4862	SS
	5.28		FDRRTIE	124	5202.0969	4104.2709	SS
	5.13		EDGMRSH	125	5141.9036	4091.6268	SS
	5.08		EDGMRSH	126	5078.5120	4146.4776	SS
	5.09		EDGMRSH	127	5005.4855	4153.0485	SS
	4.61		EDGMRSH	128	4961.4701	4142.7679	SS
	2.70		CLDTCEND	129	4724.1314	3906.5211	SS
	1.72		INTDTCH?	130	4843.3301	4107.5710	SS
	5.22		EDGMRSH	131	4888.2865	4183.3258	SS
	4.79		EDGMRSH	132	4804.8810	4331.2488	SS
	4.90		EDGMRSH	133	4721.5872	4465.5954	SS
	5.30		WOODPOST	134	4702.1622	4487.7826	SS
	5.16		EDMRSHBS	135	4660.2301	4542.3894	SS
	5.69		WOODPOST	136	4695.6147	4512.0148	SS
	4.56		EDGMRSH	137	4778.7459	4441.0074	SS
	6.80		FNDIP	138	4816.6355	4477.5785	SS
	6.59		FNDIP	139	4718.5740	4571.4939	SS



JOB #2 181shaw [1542]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----08-26-2023-----18:37:07-----D:...\BMFOURTH							
	-47.10		CLBLBRD	140	4850.2989	4702.1325	SS
	10.00		WHTLINE	141	4669.8354	4578.8768	SS
	10.25		WHTLINE	142	4712.3629	4616.8779	SS
	10.39		WHTLINE	143	4756.7042	4659.9537	SS
	10.67		WHTLINE	144	4800.2804	4704.5634	SS
	11.11		WHTLINE	145	4856.1158	4766.9013	SS
	9.22		MILEPOST	146	4925.5662	4818.6080	SS
	9.38		OLFFNCPS	147	5007.3565	4914.4658	SS
	13.63		RMSWLL	148	5127.8369	5057.5167	SS
				149	5439.0343	5417.4544	TRA
			plan	150	4715.4267	4570.3582	
			plan	151	4816.6355	4477.5785	TRA
			plan	152	4752.2693	4425.9720	TRA
			plan	153	4888.5150	4184.2214	TRA
			plan	154	4729.9406	3916.5698	TRA
				155	4729.5992	3915.7412	TRA
				157	4889.0766	4184.7308	INT
				158	4717.4761	4572.5454	TRA
				159	4716.5873	4569.3746	TRA
			PLAN	160	5000.0000	5000.0000	
			PLAN	161	4998.3817	4999.3608	TRA
			PLAN	162	4554.5334	4824.0394	TRA
			PLAN	163	4631.6436	4541.2023	SS
			PLAN	164	4941.1509	4246.9628	TRA
			PLAN	165	5282.4361	4796.9825	TRA
			PLAN	166	4502.0297	5016.6206	TRA
			PLAN	167	5170.7383	4847.3668	PT
			PLAN	168	5312.7255	5319.4777	TRA
			PLAN	169	5312.7255	5319.4777	RP
			PLAN	170	6689.4868	5544.3971	
			PLAN	171	6687.7513	5544.2730	TRA
			PLAN	172	6211.7451	5510.2569	TRA
			PLAN	173	6200.4061	5217.3162	SS
			PLAN	174	6407.3264	4843.7447	TRA
			PLAN	175	6897.9644	5265.9669	TRA
			PLAN	176	6219.4657	5709.7175	TRA
			INT	177	6040.2778	5777.4924	INT
				178	5305.9738	5285.6851	TRA
				179	5369.5076	5238.4984	TRA
			PLAN	180	6686.9440	5545.4758	
			PLAN	181	6685.2073	5545.3685	TRA
			PLAN	182	6208.8966	5515.9231	TRA
			PLAN	183	6194.7462	5223.1048	SS
			PLAN	184	6398.0709	4847.5642	TRA
			PLAN	185	6892.7393	5265.0573	TRA
			PLAN	186	6218.5315	5715.3004	TRA
				187	5407.4614	5202.9232	TRA
				200	5032.2099	4862.9679	
				201	5043.0649	6631.8049	TRA
				202	4723.6919	4628.3569	TRA
				203	5658.6489	5762.3919	TRA
				204	6695.8929	5511.8879	
				205	6085.3699	6273.6909	
				206	6971.1619	5259.7259	
				207	6006.6939	6378.1769	
				208	6836.3915	5383.1833	TRA
				209	6498.7243	5014.5738	SS
				210	7147.1123	5722.3772	TRA

JOB #2 181shaw [1542]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----08-26-2023-----				18:37:07	-----D:... \BMFOURTH		
				211	6687.5532	5702.2437	TRA
				212	6814.1006	5358.8498	TRA
				213	6654.5848	5700.7994	TRA
				214	6892.8128	5264.9384	PT
				215	6686.9440	5545.4758	PT
				216	6685.1692	5756.6585	TRA
				217	6640.9265	5797.1873	TRA
				218	6628.7679	5783.9145	TRA
				219	6155.9318	5267.7498	TRA
				220	5619.4328	5717.3817	TRA
				221	6358.8570	6055.5785	TRA
				222	9601.1581	9594.9970	TRA
				223	5999.3620	6422.1332	PT
				224	4811.3069	4734.6275	SS
				225	5400.5367	5449.3206	TRA
				226	5439.1158	5417.5140	SS
				227	5403.6231	5446.7761	TRA
				228	5397.1292	5452.1299	INT
				229	5844.8308	6122.9061	TRA
				230	2468.4927	7866.5633	TRA
				231	5403.6231	5446.7761	TRA
				232	5620.0061	5709.2348	TRA
				233	6563.5017	5868.1127	TRA
				234	6425.0285	5716.9500	TRA
				235	6371.7832	6043.7373	TRA
				236	6152.2524	5804.0892	TRA
				237	5689.8040	5850.8368	PT
				238	5867.8238	5739.4414	TRA
				239	5437.0897	5420.2350	TRA
				240	5439.0593	5417.5978	INT
				241	5867.8238	5739.4414	TRA
				242	5867.8238	5739.4414	TRA
				243	6403.9468	5739.4284	TRA
				244	5439.0579	5417.5961	SS
				245	6600.7342	5664.4863	TRA
				246	6617.6212	5682.9207	TRA
				247	6660.4299	5643.7055	INT
				248	6536.5823	5723.2530	TRA
				249	-254580.3178	219536.4051	INT
			509+28	250	6535.4813	5893.7809	TRA
			1t175	251	6653.6902	6022.8222	TRA
			512+28	252	6316.8080	6094.5621	PT
			1t175	253	6436.5500	6222.1821	TRA
				290	5371.3434	5236.7773	TRA
				291	5369.1619	5238.8221	TRA
				292	5404.5236	5205.6765	TRA
				293	5369.5048	5238.5007	TRA
				294	5403.4584	5206.6749	INT
				300	4888.6918	4184.0092	INT
				301	4729.6004	3915.7431	INT
				302	4978.9103	4937.9183	INT
				303	5097.8774	5082.2168	INT
				304	4910.6993	4221.1190	INT
				305	4910.7026	4221.1245	INT
				306	4729.7465	3916.0151	TRA
				307	4998.7432	4369.5821	INT
				308	4999.7846	4368.3887	INT
				309	4717.3071	4570.1344	INT

JOB #2 181shaw [1542]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----08-26-2023-----				18:37:07	-----D:...\BMFOURTH		
				310	5021.5362	4408.0165	INT
				311	5438.9745	5417.5345	TRA
				312	5688.8470	5605.0440	TRA
				313	6140.1794	4868.0104	INT
				315	5867.8238	5739.4414	
				316	5757.1339	5656.3113	SS
				317	6213.1267	4909.7554	TRA
				318	6293.5712	4748.7316	TRA
				319	6172.3202	4688.1569	TRA
				320	5688.8539	5605.0317	INT
				321	6138.7032	4868.5339	INT
				322	6394.6455	4838.2245	TRA
				323	6095.5723	4842.1897	TRA
				324	6094.4519	4844.0241	INT
				325	6194.1137	4644.5334	SS
				326	6214.6092	4672.9047	TRA
				327	6229.1267	4687.5353	INT
				328	6266.0274	4724.7233	TRA
				329	6293.4397	4748.9947	INT
				330	6394.5140	4838.4876	TRA
				331	5616.3147	5560.7251	TRA
				332	6153.0876	4649.5476	TRA
				333	6064.2798	4827.3124	INT
				334	6142.0200	4672.8265	INT
				335	6294.6987	4746.4747	INT
				336	6205.2380	5218.6519	INT
				337	4888.8728	4184.3143	INT
				338	4717.4761	4572.5454	TRA
				339	4718.5740	4571.4939	TRA
				340	5425.8228	5428.1528	TRA
				341	5426.0579	5428.3364	INT
				342	5426.0020	5428.3704	TRA
				343	5425.9861	5428.3841	TRA
				344	5426.0047	5428.3737	INT
	21.28		ENDPOSTS	345	5383.3989	5143.3798	SS
	21.66		CORRTIE	346	5349.5265	5140.5784	SS
	20.38		CORRTIE	347	5317.5444	5107.4090	SS
	18.57		COREPDR	348	5298.4496	5068.2844	SS
	14.12		SETSTK	349	5130.8267	5039.1755	SS
	14.99		EDGWDS	350	5226.5998	4988.9485	SS
	17.19		<EDGWDS	351	5326.5432	4957.2165	SS
	17.39		EDGEROAD	352	5395.8278	4822.1458	SS
	17.74		EDGEROAD	353	5503.0053	4884.0820	SS
	16.82		STRTSGN	354	5616.9544	4892.6685	SS
	18.02		CORREST	355	5699.8964	4940.3937	SS
	17.70		CORREST	356	5717.7389	4967.6602	SS
	17.96		WHTPOSTD	357	5592.9459	4973.8319	SS
	19.52		ENDPOST	358	5488.1767	5034.7039	SS
	26.55		CORHSE	359	5462.3783	5304.7655	SS
	22.45		GUARD	360	5427.5347	5182.7483	SS
	22.59		GUARD	361	5421.3530	5191.3439	SS
				362	5420.5066	3886.3935	TRA
				363	5432.9446	3942.7718	TRA
				364	5337.2047	3769.2373	TRA
				365	5319.3977	3700.8678	TRA
				460	5439.1216	5417.5595	TRA
				461	5867.8267	5739.4859	SS
				462	6152.2523	5804.1334	SS

JOB #2 181shaw [1542]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----08-26-2023-----				18:37:07	-----D:...\BMFOURTH		
				463	5426.1116	5428.4627	TRA
				464	5305.3301	5284.9199	TRA
				465	5426.0045	5428.3735	TRA
				466	5439.0340	5417.4542	TRA

Point#, Start#-End# or G#= 4-



PLANS  
Robert Bialobrzeski

01737  
035  
00198  
00206  
00800  
03883  
1673-040  
D 10018  
53  
00210

DEEDS  
Robert Bialobrzeski

489-151  
401-147  
400-384  
526-202  
18-328  
18-315  
538-370  
538-404  
515-298  
568-344  
643-212  
1178-353  
201-350  
490-048  
486-408  
421-152

A proud supporter of  
Guiding Eyes for the Blind

Robert Bialobrzeski

DEEDS

10-262  
30-486  
30-486  
1748  
12-403  
9-460  
Town Record  
P13 1638  
Roger Shaw's  
Farm  
P23  
P40 P42  
P52 P49



A proud supporter of  
Guiding Eyes for the Blind

Robert Bialobrzeski

DEEDS

2434-1448  
492-500  
492-302  
494-319  
449-293  
1975-480  
2899-203  
2535-051  
2412-819  
1337-083  
934-155  
915-381  
917-026



DEEDS  
Robert Bialobrzeski

422-390  
133-030  
864-216  
1029-497  
2930-604  
515-089  
2366-1874  
2328-1654  
831-11  
815-447  
817-271  
817-487  
302-167  
830-039  
468-219  
1002-423



Rockingham County Registry of Deeds

EXETER, NH 03833  
Request for copy of instrument recorded

GRANTOR

GRANTEE

BOOK

PAGE

3/1 1994

Ward 1 1307 342

Ward 1 1307 342

Ward 1 1307 342

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Ward 1 1307 342

Ward 1 1307 342

DEEDS  
Robert Bialobrzeski

302-150  
523-411  
573-042  
310-184  
302-189  
298-412  
302-188  
302-185  
302-184  
408-577  
631-416  
1086-138  
1673-038  
1641-224  
401-165  
603-405  
923-294



A proud supporter of  
Guiding Eyes for the Blind

Robert Bialobrzeski

DEEDS

1609-021  
1526-173  
1518-066  
1348-383  
1323-493  
1292-267  
628-009  
261-356  
220-2  
266-168  
388-449  
449-387  
681-134  
402-069,071  
401-322  
402-324  
423198



PROBATES  
Robert Bialobrzeski

#10769  
#18520

Dorothy Ward  
#10920 (1905)

Thomas Fullbrook  
(1886)

1876 Sumner Shaw  
1876 partition

#9694

#1946 John B Shaw

will Edward Shaw

will Edward Shaw

#14791

Cable Shaw 173

Roger Shaw 1660

DEEDS  
Robert Bialobrzeski

302-150  
523-411  
573-042  
310-184  
302-189  
298-412  
302-188  
302-185  
302-184  
408-577  
631-416  
1086-138  
1673-038  
1641-224  
401-165  
603-405  
923-294





Date \_\_\_\_\_

5/23/94

### Subject

TIDEWATER.

CAMPGROUND

ROUTE 1 HAMPTON

SIGNED

SIGNED  
MY CLIENT IS BUGGING ME

I. It shall be unlawful to construct, or alter in any way that substantially affects the size or grade of any driveway, entrance, exit, or approach within the limits of the right-of-way of any class I or class III highway or the state-maintained portion of a class II highway that does not meet the conditions of the written permit issued by the commissioner of transportation.

II. Pursuant to this section, a written construction permit application must be obtained from and filed with the department of transportation by any abutter affected by the provisions of paragraph 1. Before any construction or alteration work is commenced, said permit application shall have been reviewed, and a construction permit issued by said department.

Said permit shall:

- (a) Describe the location of the driveway entrance, exit, or approach. The location shall be selected to most adequately protect the safety of the traveling public.
- (b) Describe any drainage structures, traffic control devices, and channelization islands to be installed by the abuttor.
- (c) Establish grades that adequately protect and promote highway drainage and permit a safe and controlled approach to the highway in all seasons of the year.

III. For access to a proposed commercial or industrial enterprise, or to a subdivision, all of which for the purposes of this section shall be considered a single parcel of land, even though acquired by more than one conveyance or held nominally by more than one owner:

(a) Said permit application shall be accompanied by engineering drawings showing information as set forth in paragraph 11.

(b) Unless all season safe sight distance of four hundred feet in both directions along the highway can be obtained, the commissioner shall not permit more than one access to a single parcel of land, and this access shall be at the location the commissioner determines to be safest. The commissioner shall not give final approval for use of any additional access until it has been proven to him that the four hundred foot all season safe sight distance has been provided.

(c) For the purposes of this section, all season safe sight distance is defined as a line which encounters no visual obstruction between two points, each at a height of three feet nine inches above the pavement, and so located as to represent the critical line of sight between the operator of a vehicle using the access and the operator of a vehicle approaching from either direction.

(a) A driveway, entrance, exit, or approach to be constructed more than fifty feet in width, except that a driveway, entrance, exit, or approach shall be constructed less than fifty feet wide if it is used solely for the access of one vehicle.

(b) More than two driveways, entrances, exists, or approaches from any one highway to any one parcel of land unless the frontage along that highway exceeds five hundred feet.

V. There shall be conferred upon:

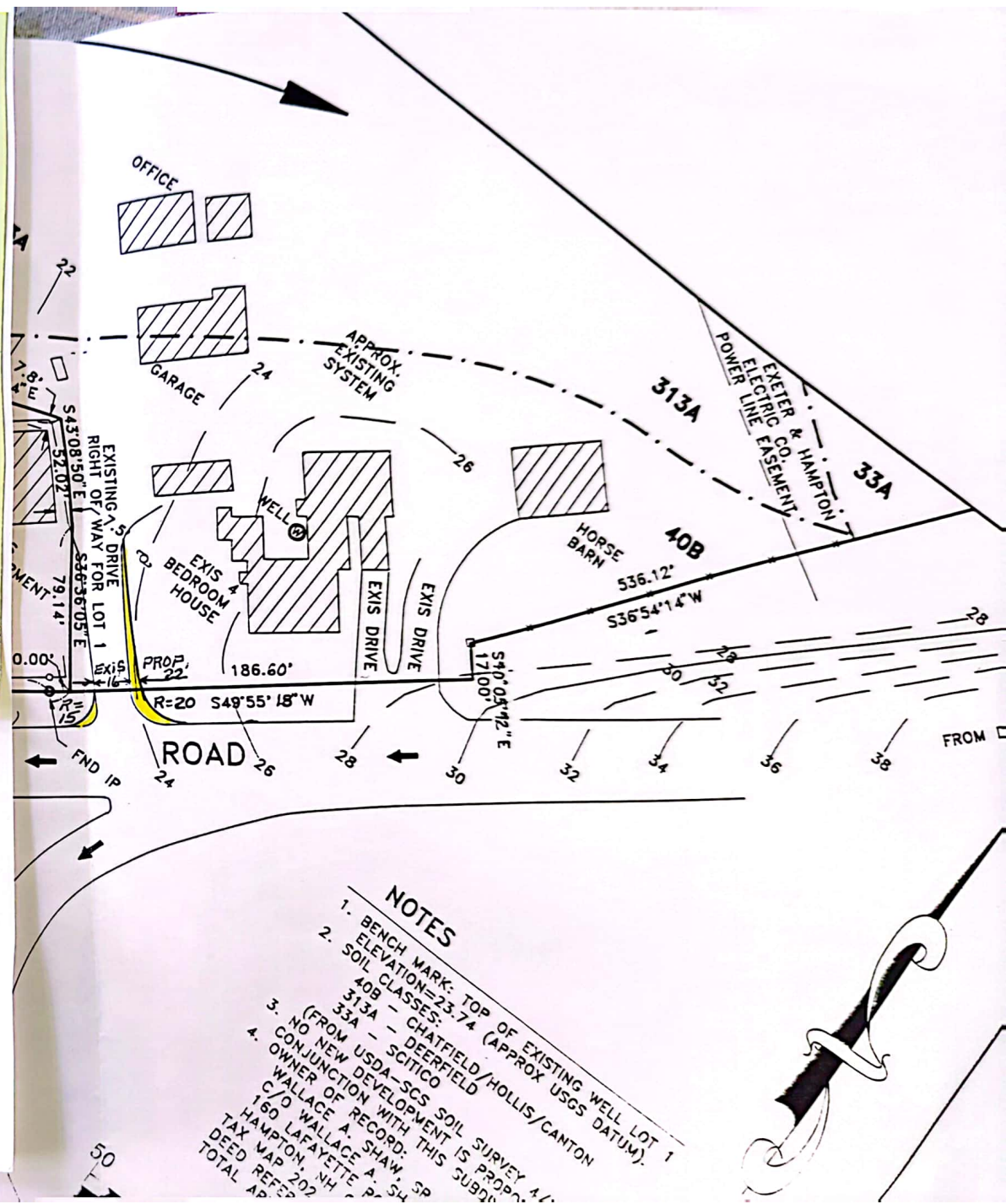
(a) The planning board in cities and towns wherein the planning board has been granted the power to regulate the subdivisions of land as provided in RSA 36:19; and

(b) The selectmen in all other cities and towns.

The same powers concerning highways under their jurisdiction as are conferred upon the commissioner of transportation by paragraphs I, II, III, and IV, and they shall promulgate such rules and regulations as are necessary to carry out the provisions of this section.

**236:14 Penalty**

Whoever violates any provisions of this subdivision or the rules and regulations made under authority thereof shall be guilty of a violation if a natural person, or guilty of a misdemeanor if any other person; and, in addition, shall be liable for the cost of restoration of the highway to a condition satisfactory to the person empowered to give such written permission.





# APPROVAL FOR SUBDIVISION

N.H. DEPARTMENT OF ENVIRONMENTAL SERVICES  
WATER SUPPLY & POLLUTION CONTROL DIVISION  
P.O. BOX 95, 6 HAZEN DRIVE, CONCORD, NH 03302-0095

APPROVAL NO.

42021

THIS SUBDIVISION IDENTIFIED AS:

WALLACE A SHAW SR

LOT NUMBERS APPROVED: LOT 1

OWNED BY:

WALLACE A SHAW SR  
160 LAFAYETTE ROAD  
HAMPTON NH 03842

COPY OF PLAN & APPROVAL SENT TO:

BUILDING INSPECTOR  
136 WINNACUNNET  
HAMPTON NH 03842

APPLICANT:

STOCKTON SERVICES  
PO BOX 1306  
HAMPTON NH 03842

THIS APPROVAL DOES NOT SUPERSEDE LOCAL ORDINANCES OR REGULATIONS

and located in HAMPTON

has this date 04/29/94

been approved in accordance with the requirements of the Water Supply and Pollution Control Division as set forth in Chapter 485-A (as inserted by Chapter 147, Laws of 1967) and the rules, regulations, standards and procedures promulgated thereunder. A copy of this Plan and Approval is sent to

HAMPTON

Planning Board, in  
This approval, based on information submitted by the subdivider, implies but does not warrant that soil and other conditions are generally suitable for sub-surface sewage disposal systems within this subdivision.

Approved By:  BREND A GUIDO

N.H. Water Supply & Pollution Control Division Staff

NOTE: ALL INDIVIDUAL SYSTEMS MUST BE SEPARATELY APPROVED BEFORE CONSTRUCTION OF THE BUILDING OR THE WASTE DISPOSAL SYSTEM.

NO LIABILITY IS INCURRED BY THE STATE by reason of any approval of subdivision plans or any approval to construct or use a sewage or waste disposal system. Approval by the New Hampshire Water Supply and Pollution Control Division of sewage and waste disposal systems and subdivisions is based on plans and specifications supplied by the applicant. NO GUARANTEE IS INTENDED OR IMPLIED BY REASON OF ANY ADVICE GIVEN BY THE DIVISION OR ITS STAFF.

REVISED 12/92

W0089835

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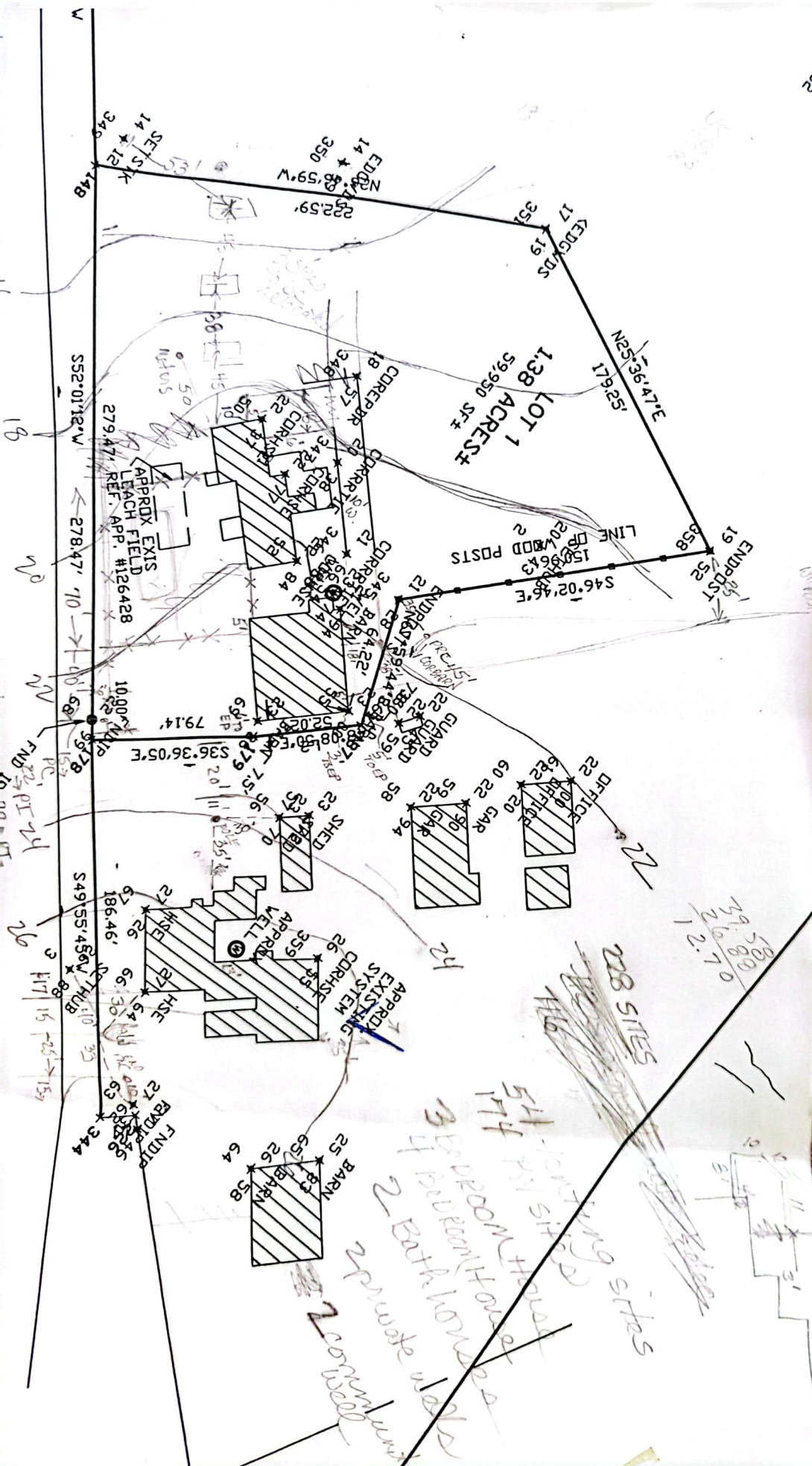
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REVISED 12/92





Shaw Family  
1904  
H.F. Fennell

Dad farm

Land Bought  
**SN.B.S.201**  
from John Crosse

Deed in possession  
of

Capt. E.M. Shaw

**SN.B.S.201**

original Deed of  
Grant From King  
Charles II in hands  
of Hon. Oliver Shaw

**SN.B.S.201**

A proud supporter of  
Guiding Eyes for the Blind

Robert Bialobrzewski

### DEEDS

2412-0819

588-358

628-009

588-406

588-383

523-411

1348-382

1133-459

1133-397

863-343

596-368

517-259

389-393

2930-594

597599

600

601

2285-613

2383-871

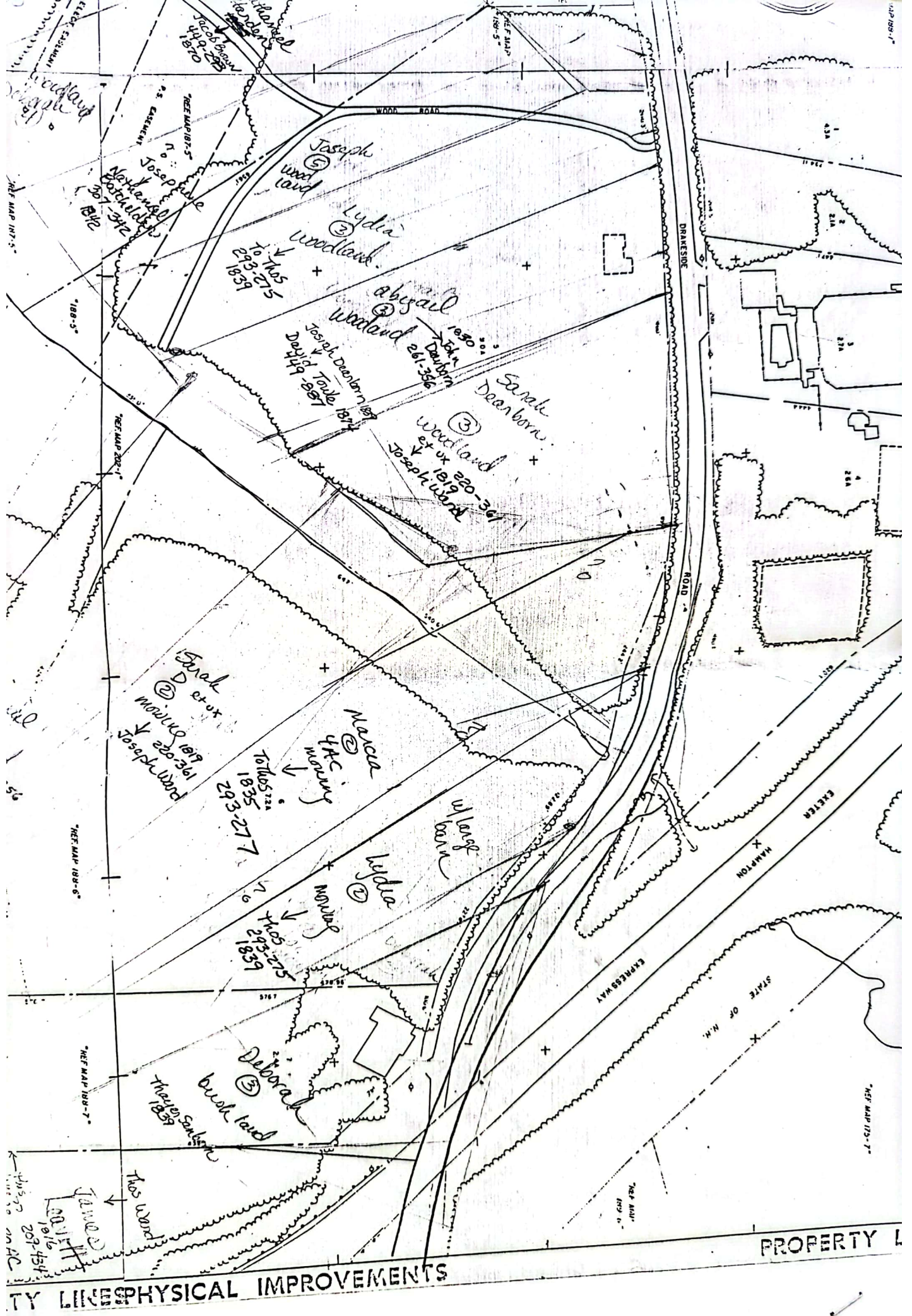
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1785-472

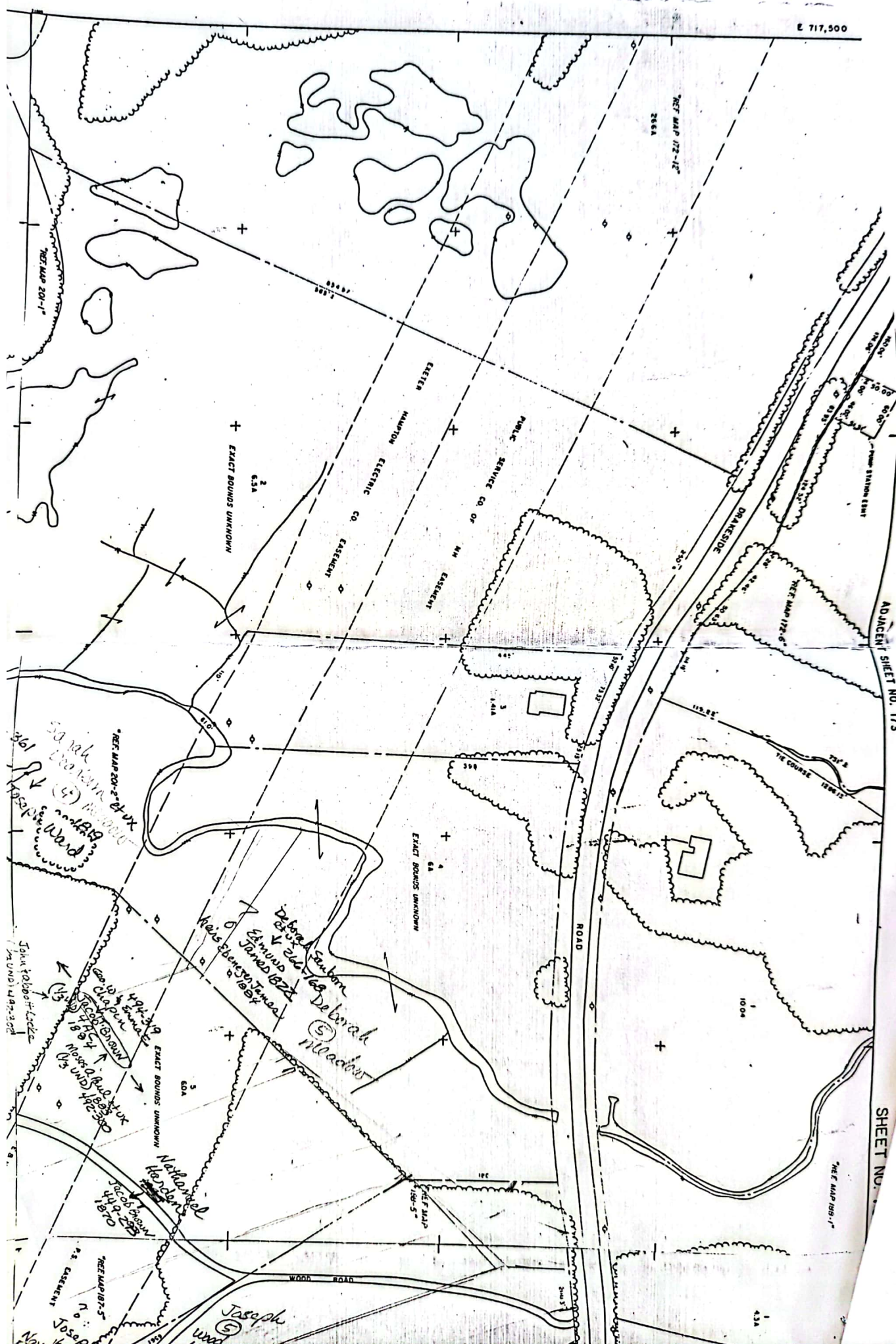
1625-439













# SKETCH OF TYPICAL CURB RETURN

Item 15 Surface gravel course  
Sta. 2100 to 2103.50  
200 cu yds

Note: 6" gravel sidewalk where  
gravel curb is installed, sur-  
face course Item 15 1200 cu yds

**pm file 2172**  
**Hampton**

THE SHAW WAY  
FILLING STATION

GAS PUMPS

Survey line 2

Cemetery

Old Roadway

APPROX  
PC STA 3+13.5

Remove Trees  
Gravel Curb 2  
Gravel 6.5 yds  
Sta. 4,590.00 to 4,591.00  
N.H. 36' Ditch 1/2" Type 1A  
Curb 12.0' 15' 12" 2"  
Curb Granite curb inlet

Sta. 3,995 to 5,125 RL  
Gravel 1/2" Type 1A  
Item 15 300 cu yds

EXETER & HAMPTON  
TRANSFORMER SUB STATION

Collect open ditch 3' w  
depth excav opp 3' c

## ESTIMATE OF APPROACH QUANTITIES

ITEM	3	4	5	6	7	8	9	10	11	12	13
	FINE GRADING	EARTH EXCAVATION	EARTH BORROW	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE	GRAVEL SUB BASE COURSE
	1300 LIN FT	431 CU YDS	18049	1000	990 TONS	441 CU YDS					

SCALE 1"=20'

PLAN

BEGINNING OF PROJECT

COR

APP



File # 172  
 Plan P-172

SHEET 43 4

P.I. STA. 7+06.6  
 APPROXIMATELY

Toe of slope

1/2 Slope

1/105

Granite Curb

WORKING LINE OF BRIDGE

4 OF CONSTRUCTION 1

7+00

8+00

Each side ditch 3' wide

Toe of slope 1/2

1/2 Slope

Top of Sill 102.5

Sta. 6+50.0 B. Cor'd  
 N.H. 3rd Prop. filed May 19  
 Cor'd 300'-15" R.C.P.  
 Cor'd. Granite Curb 3' thick

APPROXIMATE CURVE DATA

Cor'd. 754' Lin. N. Granite Curb B1  
 Sta. 4+40.0 to 8+54.0  
 Sta. 9+10.0 to 10+36.0

PLAN

NOTE: CORRECT CURVE TO BE  
 DETERMINED IN FIELD

South Bound

North Bound

B. & N. R. R.

CORRECT BY -  
 APPROVED BY -

Bridge Engineer

DATE 10-24-35

WPGH-17  
 1935



MATCH

P1 E. 12306

SOUTH BOUND  
E. & M. R. R.  
NORTH BOUND

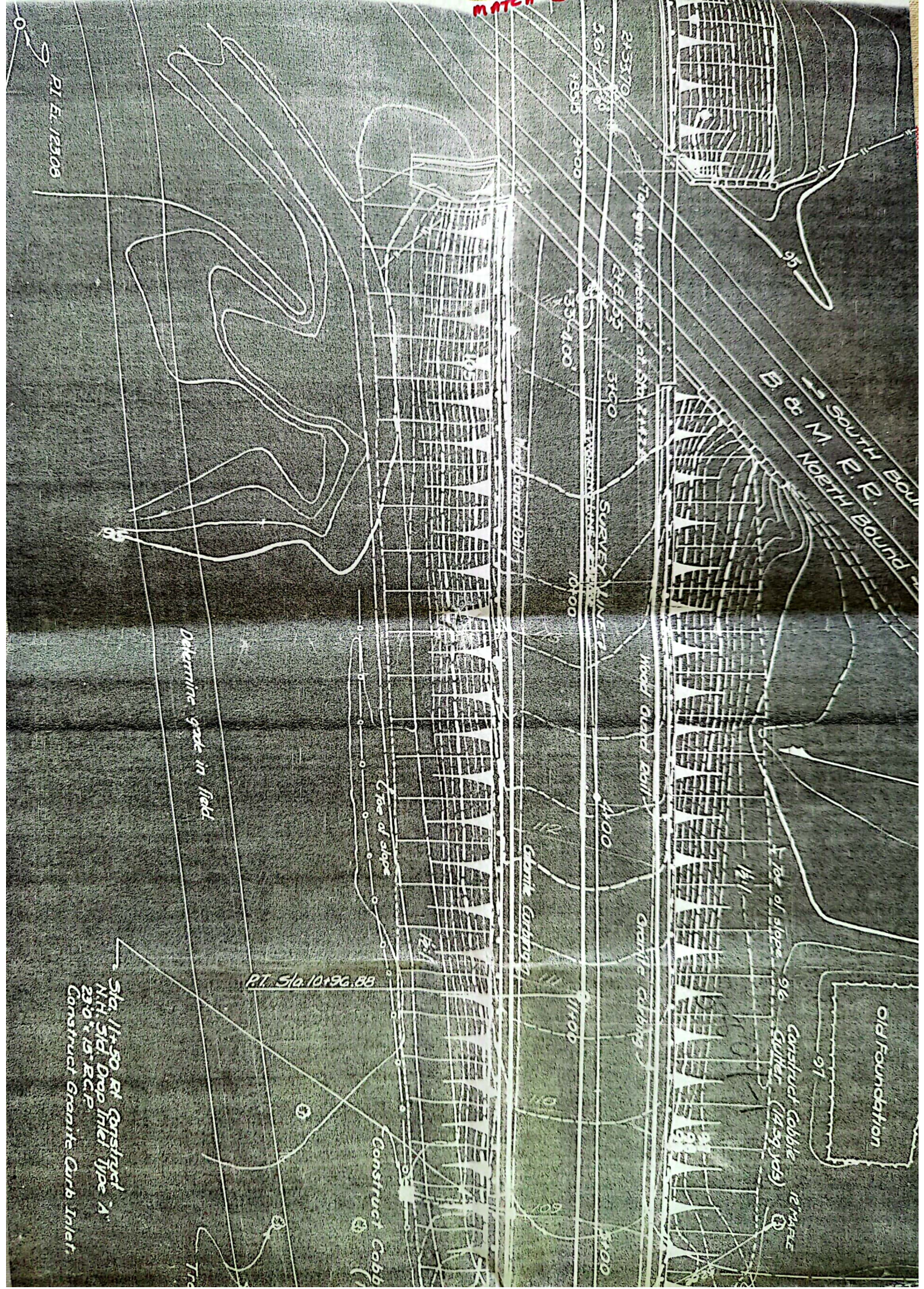
Determine grade in field

Sta. 14+50 at Constructed  
N.H. Sid. Drop Inlet Type 7A  
23'0" x 15' R.C.P.  
Construct Granite Curb Inlet

P.T. Sta. 10+96.88

Construct Cobble  
Gutter (14+59.05)

Old Foundation









P1 STA 7+06.6  
APPROXIMATELY

SHEET #3

SHEET #4

CONSTRUCTION 1  
6100

WORKING LINE 1 3200000 1

GRANITE CURB

8100

DRIVE

Sta. 6+500 B. Cont.  
N.H. Sta. 6+500 Inlet Type A  
Cont. 30'-15' E.C.B.  
Cont. Granite Curb Inlet

North 754 Lin. N. Granite Curb P1  
Sta. 6+482 to 6+524  
7' 9" x 10' 5" to 12' 3" x 6' 0"

APPROXIMATE CURVE DATA

P1. STA 7+06.6  
L. 393.05  
T. 763.33  
R. 3813.8  
D. 1° 30'  
PC. STA 6+135  
PT. STA 10+96.83

NOTE: CORRECT CURVE TO BE  
DETERMINED IN FIELD

DATE 12-24-35

South Bound  
North Bound  
B & M. R. R.

WPGH-17  
1935

OF PROJE  
STA. 15+00

WPGH-17  
1935

HOUSE  
FURNISHING



EDWARD CLOUTMAN 1717

DOVER

[Inventory of the estate of Edward Cloutman of Dover, Nov. 11, 1717; amount, £112.14.4; signed by Samuel Tibbetts and John Bickford.]

[Administration on the estate of Edward Cloutman granted to his widow, Sarah Cloutman, March 5, 1717/18.]

[Probate Records, vol. 9, p. 144.]

[List of claims against the estate, Oct. 18, 1718; amount, £167.17.3; signed by Thomas Tibbetts and Joseph Roberts.]

[Citation, June 5, 1721, to Capt. Samuel Tibbetts and Henry Tibbetts, both of Dover, to appear and answer charges of concealing a portion of the estate; return signed by Job Clements, constable.]

[License to the administratrix, June 7, 1721, to sell real estate.]

[Probate Minutes, June 7, 1721 ]

[Administratrix's account of the settlement of the estate, allowed March 14, 1721/2; amount of estate, £202.4.4; expenditures, including widow's third, £69.18.8.]

[Various claims, petitions of creditors, etc., containing signatures of Richard Scammon, John Morrill, Thomas Roberts, Jr., Elizabeth Field, William Blackston, Samuel Hinckes, Elizabeth Alcock, Joshua Peirce, George Jaffrey, Sarah Cloutman, Samuel Tibbetts, John Bickford, and Clement Hughes.]

BENJAMIN SHAW

1717

HAMPTON

In y<sup>e</sup> Name of God Amen: I Benjamin Shaw of Hampton in the Province of Newhamshier in New England, Being at this time of perfect understanding and Memory: Tho often Sick and weak in Body: Committing my Soul into the hands of Almighty God: and my Body to Decent Burial in hopes of Eternal Life &C—



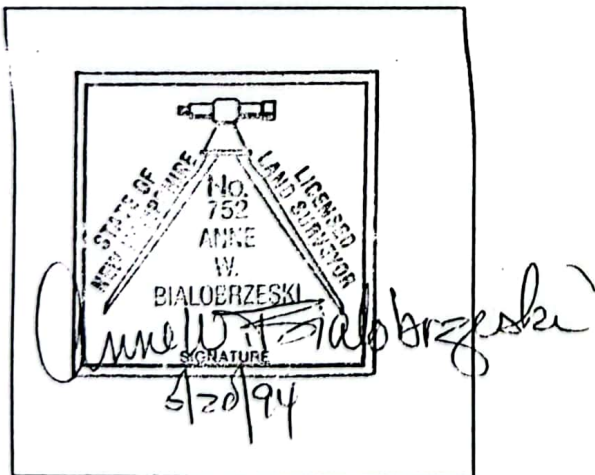
# Town of Hampton

## Certificate of Monumentation Installation Form

Subdividers Name: Wallace A Shaw Sr Revocable Trust  
Mailing Address: 160 Lafayette Road  
Hampton  
Street Address of Property Subdivided: 160 Lafayette Road  
Map #: 202 Lot#: 1  
Surveyor of Approved Plan: ANNE W. BIALOBRZESKI  
Date of Planning Board Approval or Conditional Approval: May 3, 1994  
Number of concrete monuments required by Approved Plan: NONE  
Number of iron pipe monuments required by Approved Plan: 5 IRON PIPES  
2 PR DALS

"I hereby certify that the monumentation required on the above referenced subdivision plan has been accurately installed under my supervision and said monumentation complies with Section IV-C7 of the Hampton Subdivision Regulations"

Signature of Surveyor: Anne W. Bialobrzski Date: 5/20/94  
Surveying Company: STOCKTON SERVICES Telephone #: 474-1954



Seal of Surveyor

For Planning Board Use Only.

Date of Receipt: \_\_\_\_\_ Received By: \_\_\_\_\_







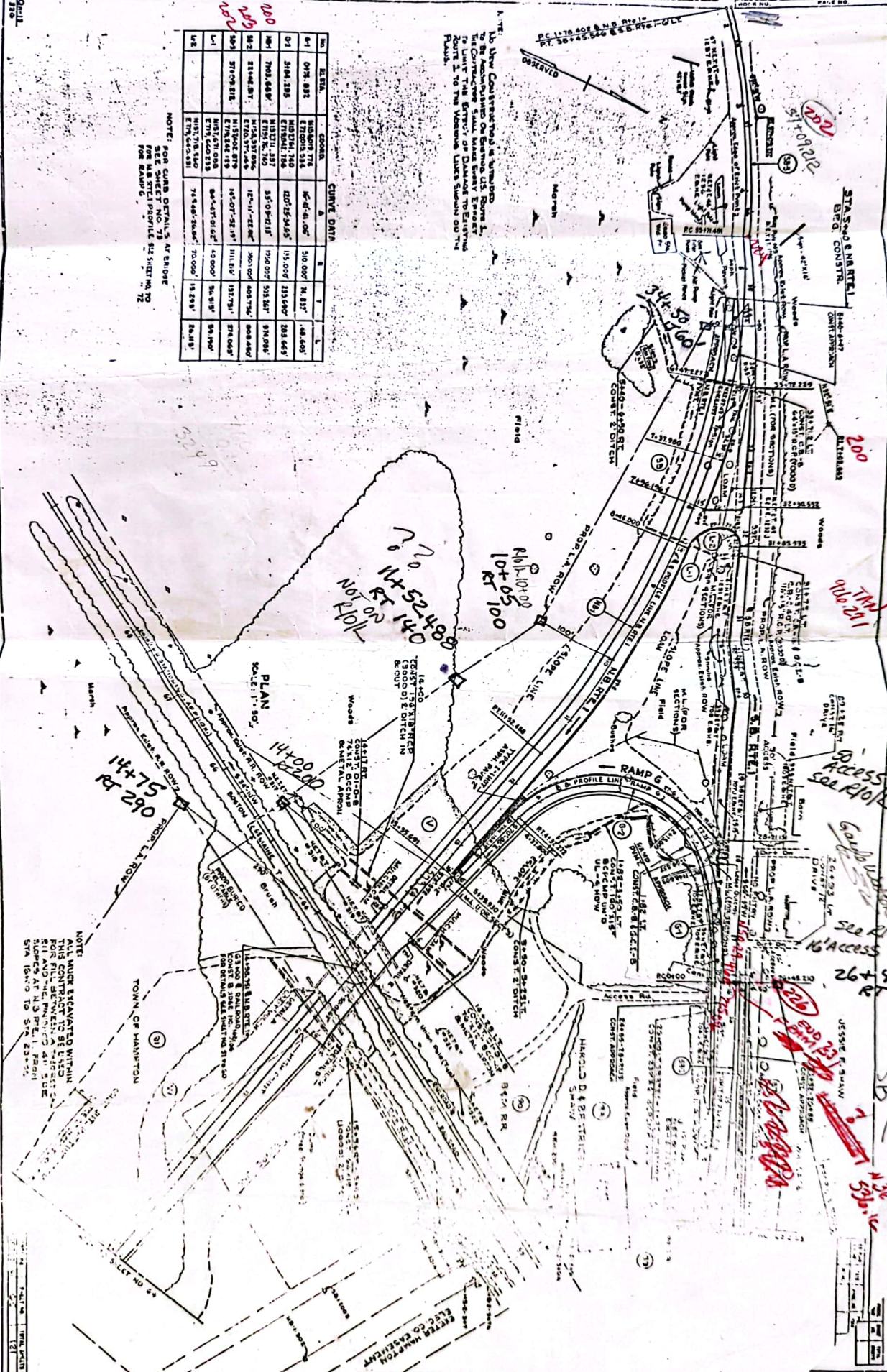


**NOTE BOOKS**  
(USE BOTTOM LINE FIRST)

BOOK NO.	PAGE NO.
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	NO.	AREA	COORD.	$\Delta$	$\sigma$	$\tau$	$L$
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81	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
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83	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
84	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
85	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
86	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
87	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
88	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
89	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
90	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
91	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
92	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
93	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
94	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
95	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
96	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
97	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
98	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
99	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°
100	31144.187		43.0340 78.0	16.41° 12.43'	15.500	325.000°	123.665°

NOTE: FOR CURB DETAILS AT BRIDGE  
SEE SHEET NO. 78  
FOR A.B. STEEL PROFILE SEE SHEET NO.  
FOR RAMP C " 72





FAT, SPOTFORD & THORNDIKE, INC.

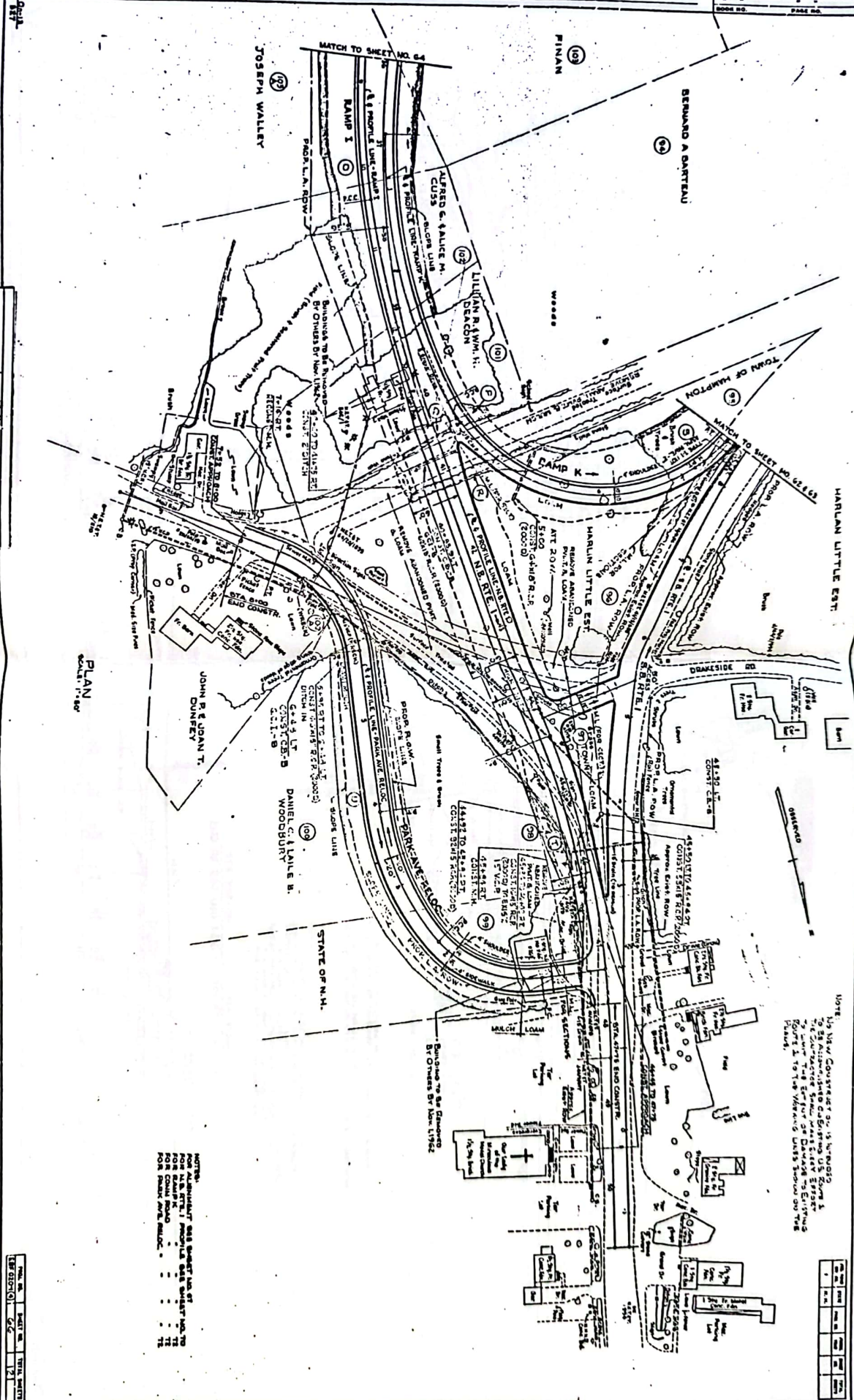
PLAN TRACED BY	DATE
CHECKED BY	DATE
PROFILE TRACED BY	DATE
CHECKED BY	DATE
DESIGNED BY	DATE
CHECKED BY	DATE

REVISIONS AFTER PROPOSAL

DATE	BY	TO	DESCRIPTION

NOTE BOOK

BOOK NO.	PAGE NO.



PLAN NO.	SHEET NO.	TOTAL SHEETS
100-107-10	62	121

53-5

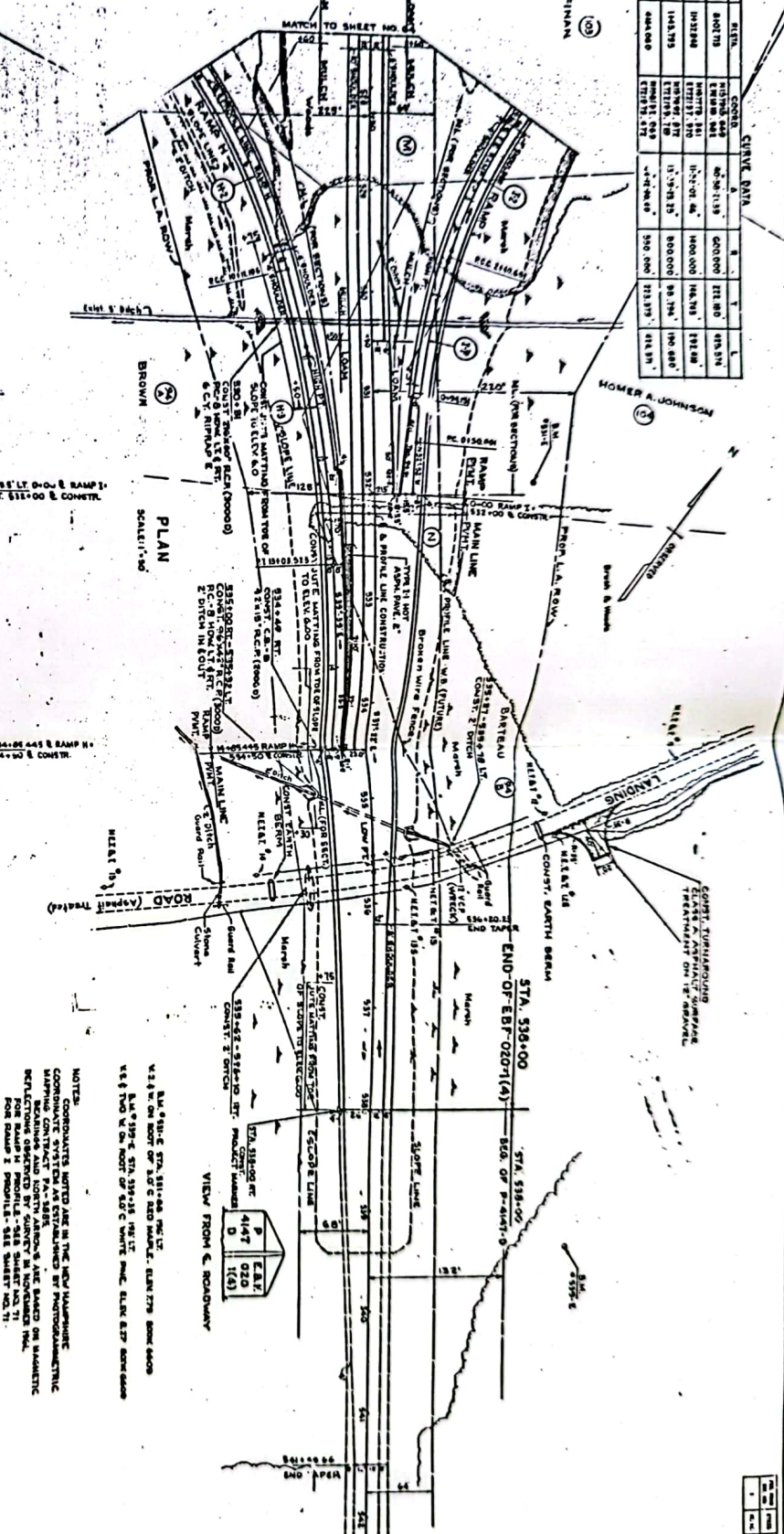
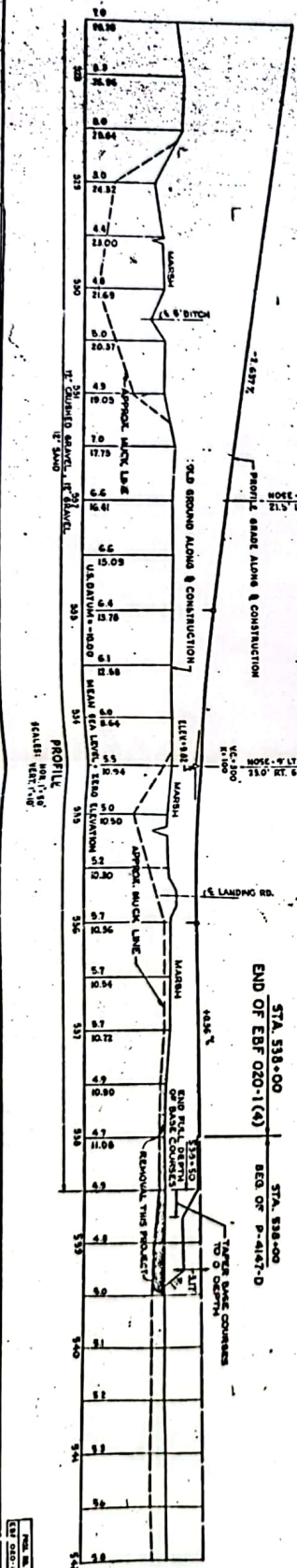


PLAN TRACED BY	M.M.P.	DATE	0112
CHECKED BY	B.L.B.		
PROFILE TRACED BY	M.M.P.		
CHECKED BY	D.S.D.		

REVISIONS AFTER PROPOSAL		
DATE	BY	DESCRIPTION

NOTE BOOKS	
BOOK NO.	PAGE NO.

CURVE DATA			
STATION	CHORD	ARC	PI
100+00	100.00	100.00	100.00
100+20	100.00	100.00	100.00
100+40	100.00	100.00	100.00
100+60	100.00	100.00	100.00
100+80	100.00	100.00	100.00
101+00	100.00	100.00	100.00
101+20	100.00	100.00	100.00
101+40	100.00	100.00	100.00
101+60	100.00	100.00	100.00
101+80	100.00	100.00	100.00
102+00	100.00	100.00	100.00



1	2	3
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53-6





THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION

CHARLES P. O'LEARY, JR.  
COMMISSIONER

August 18, 1994

Stockton Services  
P.O. Box 1306  
Hampton, New Hampshire 03842  
(603) 474-1954

Attn: Tocky B.

Re: Driveway Access from Route 1 in Hampton to  
Serve the Tidewater Campground  
(Hampton, P-4147-C, Parcel #87A - Shaw)

Dear Tocky:

This letter is in response to your request earlier this year regarding access for the Tidewater Campground. I apologize for taking so long but I wanted to be sure of my information before contacting you.

As you know, control of access along this section of Route 1 was established and purchased as part of the Hampton P-4147-C project in 1962. The agreement signed by the owners accepting payment for the impacts of the construction stated that there were two (2) points of access granted. The Commissioner's Return of Highway Layout, which described the land acquisitions, specified the location and conditions.

The first drive was located at Station 26+90+/- Rt. and was specified as sixteen (16') feet wide. The second was to be located at Station 29+25+/- Rt. and was specified as fifty (50') feet wide (maximum). It was intended that no access be allowed from the then existing driveway at Station 28+10+/- Rt. since it was opposite the then proposed Northbound Ramp G for the new Route 1. It was felt that traffic from the existing drive would cause safety problems if they tried to access Route 1 by travelling directly across the old road and onto Ramp G.

It is apparent from our discussion and from the plans you sent that the drive at Station 28+10+/- Rt. was not closed and relocated to Station 29+25+/- Rt. as indicated on the plans (copy enclosed). How this was allowed is not quite clear. As you indicated, perhaps the project engineer at the time felt traffic flow was low enough to allow the drive to remain, even though it is technically illegal. However, the traffic flow in this area has increased considerably in the past thirty or so years, and the reasoning that initiated the proposed driveway relocation and right-turn-in and right-turn-out condition are even more valid today.

Stockton Services

This brings us to answering your request. The Department does not object to your proposed subdivision and relocating the granted fifty (50') foot wide access point to Station 28+10+/- Rt., providing the following conditions are met:

- (1) a control of access deed must be executed by the owner to the Department to legally establish the location and condition of this driveway.
- (2) provisions for a deeded right-of-way granting access to the proposed Parcel #1 of your plans from the existing drive (which is to be accepted); and,
- (3) your proposed driveway configuration must be further widened to include construction of a "pork chop" raised, curbed island at the driveway opening. This will ensure that all vehicles using this drive for ingress or egress must turn right and will not be allowed to travel across the roadway and onto Ramp G.

The above conditions must be met to ensure the safety of the travelling public and to reduce the potential for liability to the owner, the Department, and possibly your firm that would be present if this unsafe condition was allowed to continue.

I realize this may not be the answer you were expecting, but please understand the Department's position. It is much safer and requires very little inconvenience for campers leaving this driveway to turn right and travel approximately 400 feet+/- before turning left onto Route 1.

The driveway at Station 26+90+/- Rt. is not as much of a concern. Even though it is wider now than its specified sixteen (16 ft.) foot width, it still has the right-turn-in/right-turn-out condition intended by the original project. However, this drive must not be developed into any commercial application since preventing commercial use and associated traffic problems were the reasons this drive was limited to the sixteen (16') foot width. Until the New Hampshire Department of Transportation's District 6 office feels there are safety problems with this wider drive, it can allowed to continue for the present time. However, please be aware that legally it is only a sixteen (16') foot drive.



- Page 3 -

Stockton Services

I hope this answers your questions. Please feel free to contact Alan Garland at the District 6 office or myself if you need assistance in accomplishing the conditions described in this letter.

Sincerely,



Mark W. Richardson  
Assistant Administrator

MWR/ade

cc: A. Garland, District 6  
John Clement, Director of Operations

Bureau of Right-of-Way  
J.O. Morton Bldg., Room 204  
1 Hazen Drive  
Tel: (603) 271-3222



Northerly side line of Park Avenue as now travelled.

Taking also with the above land all rights of access, light, air and view over, from, and to the same from the remainder of abutting lands at the line of taking, with the following exceptions: the Southerly and Westerly sides of Relocated Park Avenue, and the following points of access on the Westerly side of U. S. Route 1 as shown on said plan:

A fifty foot (50') point of access for DRAKESIDE ROAD near Station 5+50 S. B. Route 1;

A fifty foot (50') point of access for LITTLE et al near Station 9+50 S. B. Route 1;

A fifty foot (50') point of access for WEBB near Station 15+60 S. B. Route 1;

A sixteen foot (16') point of access for the SHAW ESTATE near Station 26+90 S. B. Route 1;

A fifty foot (50') point of access for WALLACE A. SHAW near Station 29+25 S. B. Route 1.

EXCEPTING AND RESERVING a parcel of land owned by the EXETER AND HAMPTON ELECTRIC COMPANY situated on the Easterly side of U. S. Route 1 near the Boston and Maine Railroad; and also EXCEPTING AND RESERVING to EXETER AND HAMPTON ELECTRIC COMPANY, its successors and assigns, the right and easement to construct, repair, rebuild, operate, patrol and remove overhead and underground lines consisting of wires, cables, ducts, manholes, poles and towers together with foundations, crossarms, braces, anchors, guys, grounds and other equipment for transmitting electric current and/or intelligence over, under and across the land of said Company included within the taking, as shown on said plan; provided that said Company shall not place on said land any structure which would interfere with the use of said land for highway purposes. Also excepting and reserving to said Company the right to clear and keep clear said land of all trees and underbrush.

EXCEPTING AND RESERVING to the BOSTON AND MAINE RAILROAD, its successors and assigns, the right to maintain and operate a railroad on, over, and across all or any portion of the land within the railroad location

(Continued)

Hampton P-4147-C

F.M.E.

CHH



LIMITED/CONTROLLED  
ACCESS

4982-  
PARCEL NO. 87-A 87-D-88

NAME: SHAW HAROLD D. &  
BEATRICE

AGREEMENT

~~+~~ We agree to accept THIRTEEN THOUSAND NINE HUNDRED AND TWENTY  
Dollars (\$ 13,920.00) In full satisfaction for all damages occasioned by re-  
quired taking of land for highway purposes, with all rights of access, air, light,  
and view appurtenant thereto, and to execute when tendered a deed to The State of  
New Hampshire of land affected by said highway as shown on Plan entitled \_\_\_\_\_

HAMPTON P4147 C of the New Hampshire Department of Public  
Works and Highways. ~~+~~ We certify that ~~land~~ / we are the ~~owner~~/owners of said  
land subject only to mortgage to None

1 Harold D. Shaw

1 Beatrice Shaw

IN CONSIDERATION OF THE ABOVE THE STATE SHALL PERFORM THE FOLLOWING WORK:

LAWNS: LOAM AND SEED WHERE DAMAGED BY CONSTRUCTION

FENCING OR WALLS:

WATER SUPPLIES:

BUILDING:

DRIVES:

OTHER: Construct drive at station 29+25 right. gravel. Construct  
approach at station 26+95 right. Gravel and 16' wide

POINTS OF ACCESS authorized: Two points authorized at stations designated

Hampton N. H.  
August 22 1962

THE STATE OF NEW HAMPSHIRE (subject to approval of Governor and Council) By:

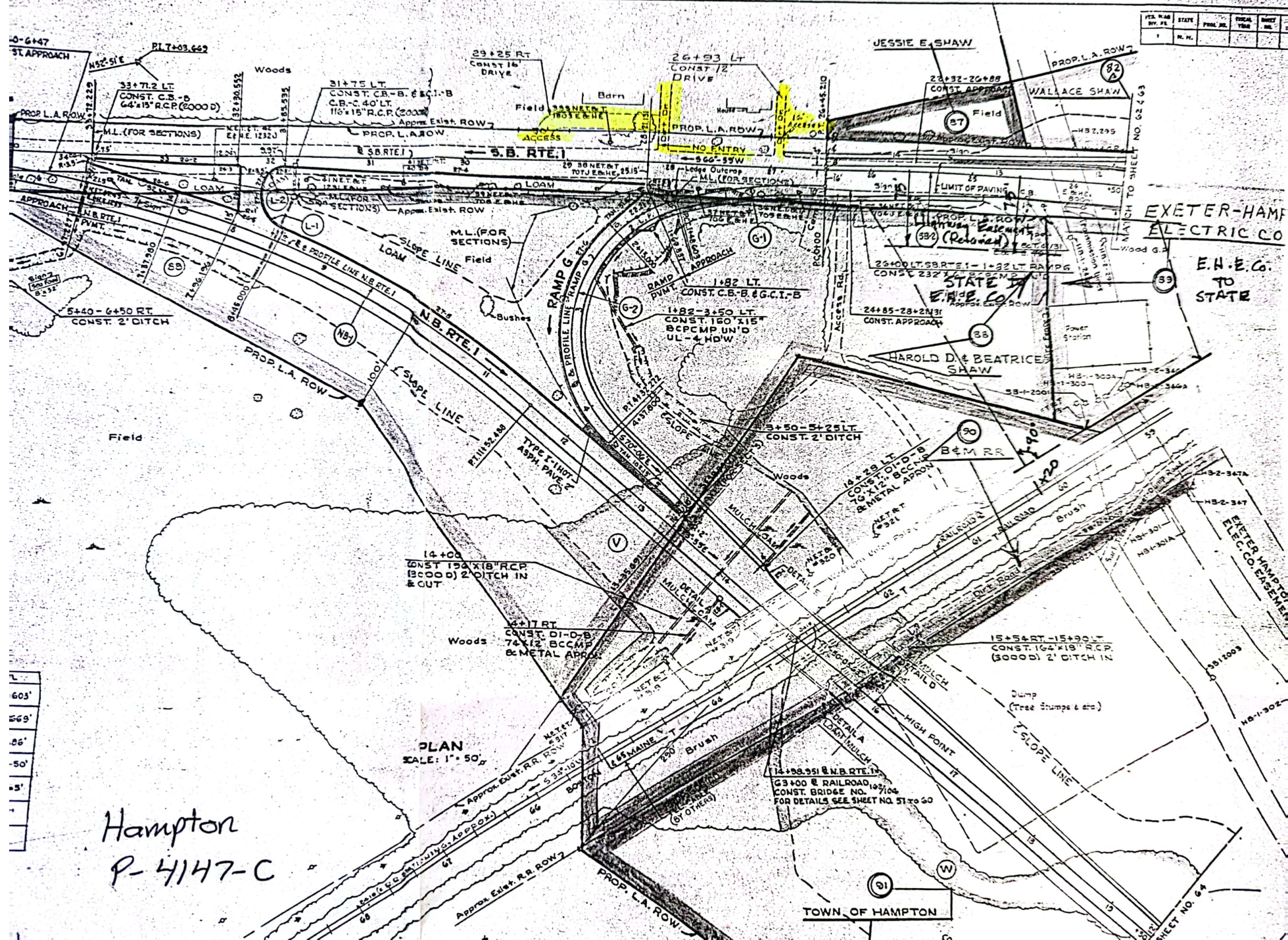
Arthur A. Nichey  
(Clerk of the Commission)

Frank M. Ecoline  
(Chairman)  
Charles A. Smith

NO OBLIGATIONS OTHER THAN THOSE SET FORTH HEREIN WILL BE RECOGNIZED.



PTA. NAME DIV. #8	STATE	FROM JUL	THRU YEAR	SHEET NO.
1	IN. IN.			





24-07-16  
17-1-32  
24-07-16  
17-1-32

100-05  
RT 100

114-52-488  
RT 140

ITEM	QTY	UNIT	PRICE	TOTAL
100-05	1	RT	100.00	100.00
114-52-488	1	RT	140.00	140.00
TOTAL				240.00



TOWN HISTORY  
Vol 1

(1)

1644 - Jan, Feb ??  
order to record 415 grants  
William Howard - town clerk  
(just appointed)

23:1201645 = 2/23/1645

shares in cow commons  
147 shares - 200 ac total  
(no actual division)  
UNDIVIDED  
(John Crosse - 2 shares)

Road Meeting house green to Falls  
11/6/1640 - to pass thru  
Richard Swain's home lot

bridge built over River built  
that year - 1640

p 42 - 1645 everybody whose share  
Road passed thru had to  
built section to specs

Richard Swain Thomas Ward lived  
near marsh 1650

p 44, 45 - reexamined old grants

town appraised 1654 p19

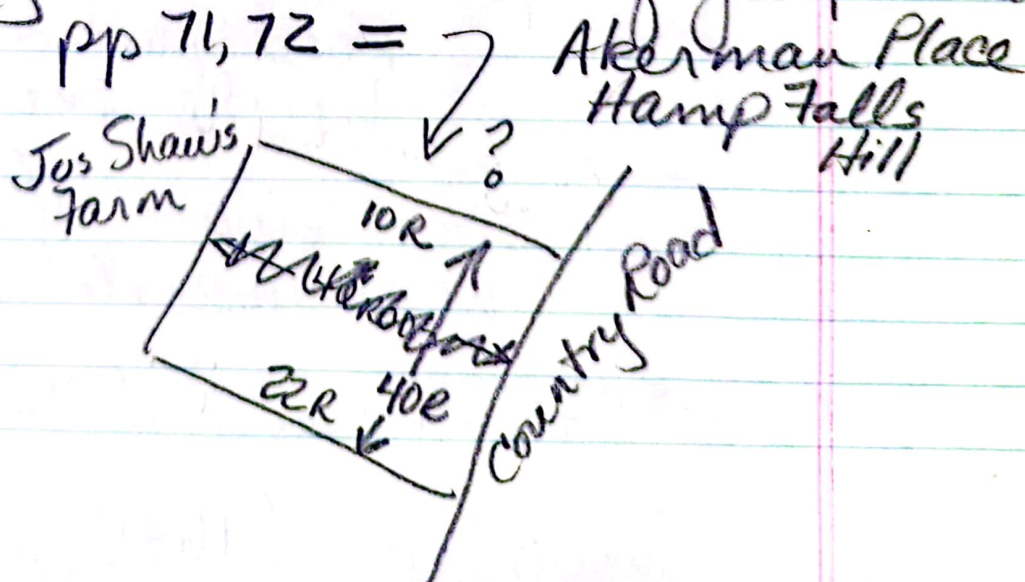


1658 - appointed Roger Shaw,  
Henry Dow, John Sanborn, and  
Samuel Dalton (town clerk)  
to reexamine <sup>record</sup> all grants -  
lay out roads  
record shares of common  
did it 1658-1660

1663 (p62) cow common  
shares - reexamined  
shown w/ title from orig owners

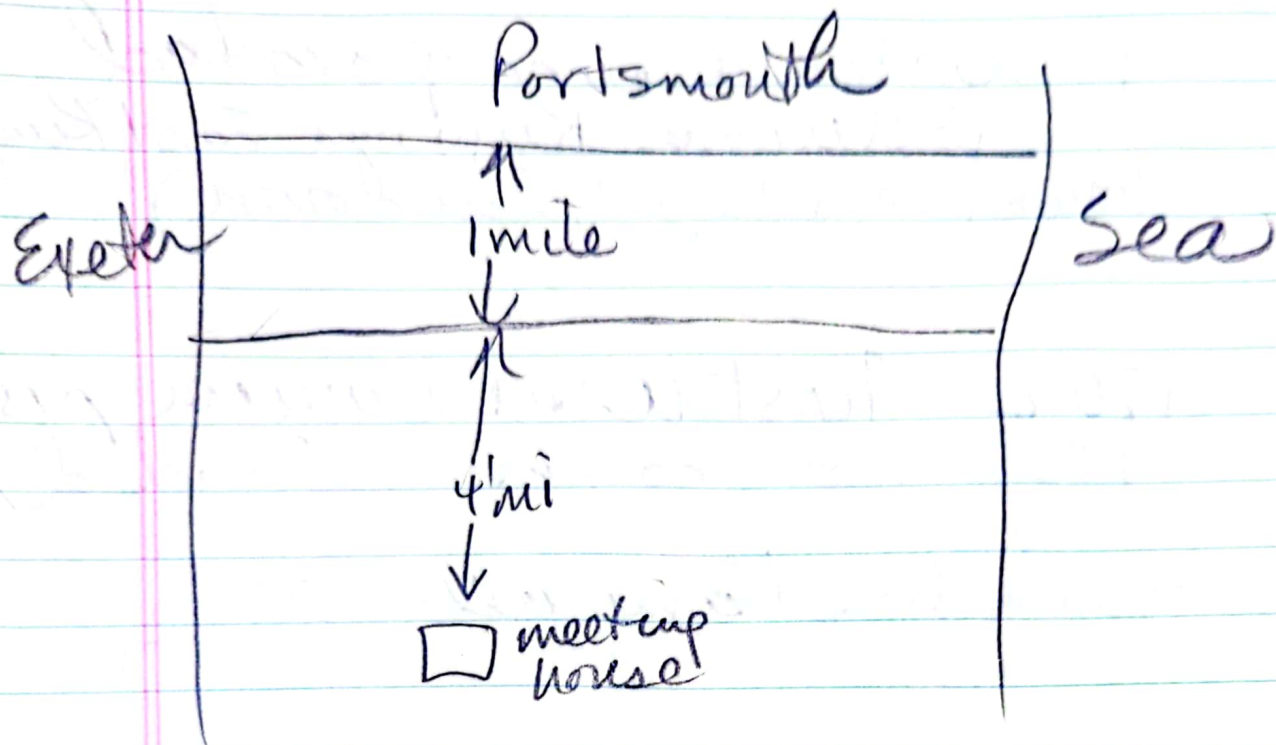
1663 Kingston - New Plantation  
land out  
p69 Division

1667 - Daniel Tilton came (as a  
town granted him 4 AC  
adjacent to Farm of Joseph Shaw  
pp 71, 72 =





1670 1<sup>st</sup> North Division



ex is 67 owners of cow-common  
(total 147 shares)

67 lots - all same length  
width by shares / total  
lots drawn first  
no adjustment for quality

not surveyed for 30 years p76

1670 - ~~1~~ New Plantation laid out  
AGAIN - see p76



4

1694 - re. did cow common  
examine ownership

Kingstown incorporated  
(included Kingston, East Kingston,  
Hawke (Danville) & Sandown)

1702 First West Division p156  
1707 more commons divided p166

town line Hamp Falls p170

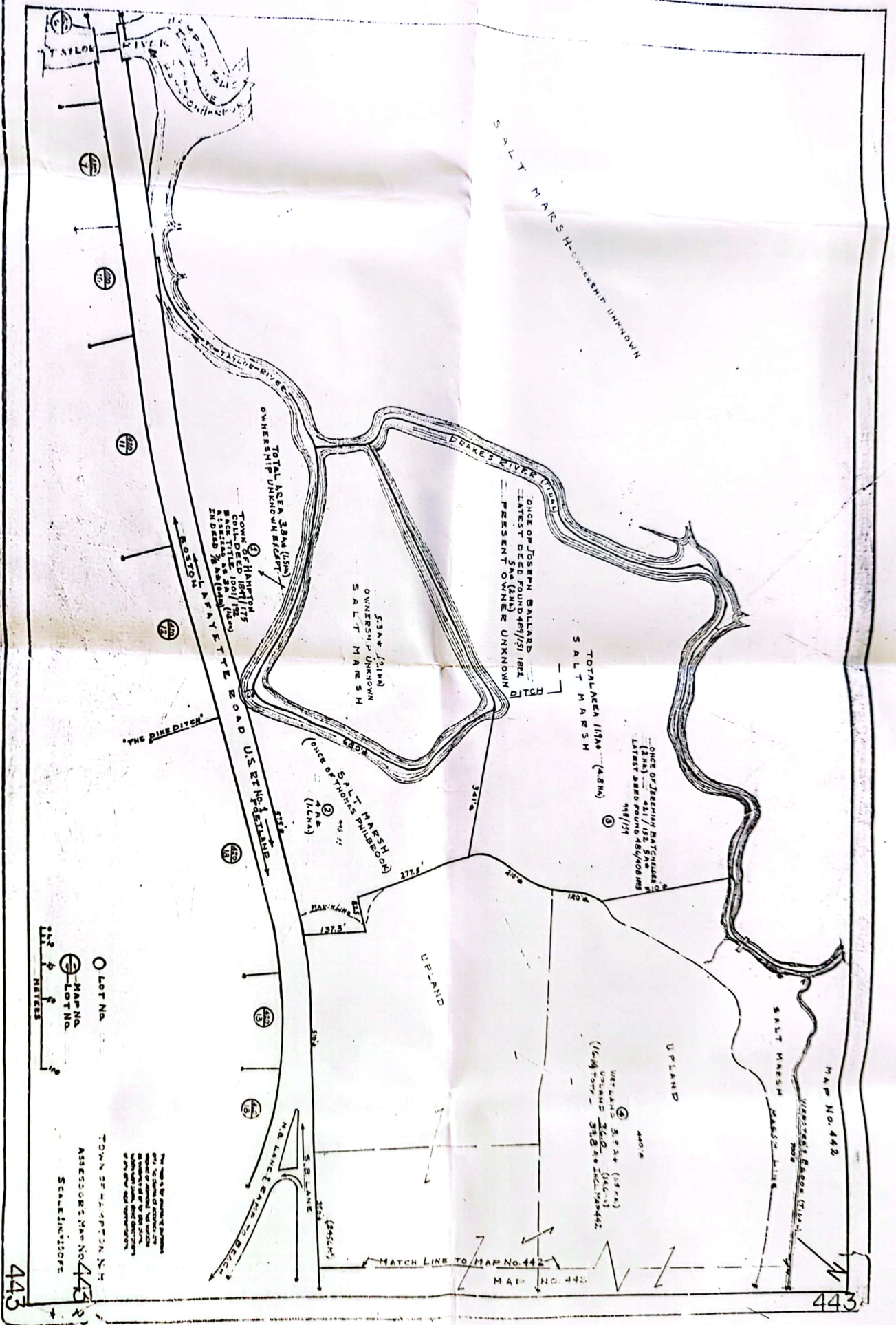
1708 - Joseph Taylor way p173-4  
"Back Road" to Mills Little  
River

1709 cow common shares  
increased to 157 - 2 shares  
S of Taylor R to 5 farms







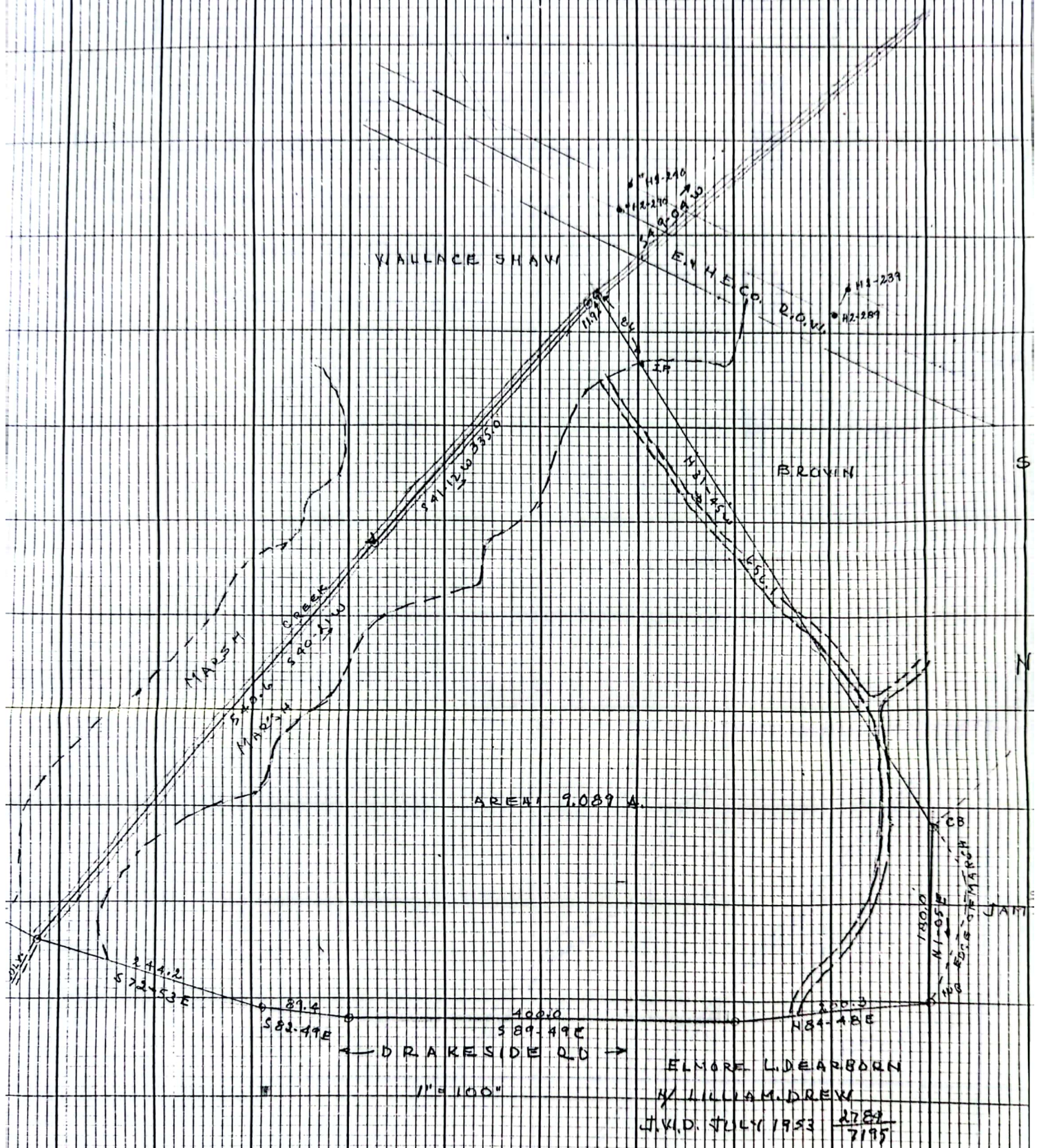


2648-P-4  
 Not Recorded  
 Research Only

443

443





200M



PLAN OF LAND  
HAMPTON, N.H.  
FOR ELMORE L. DEARBORN

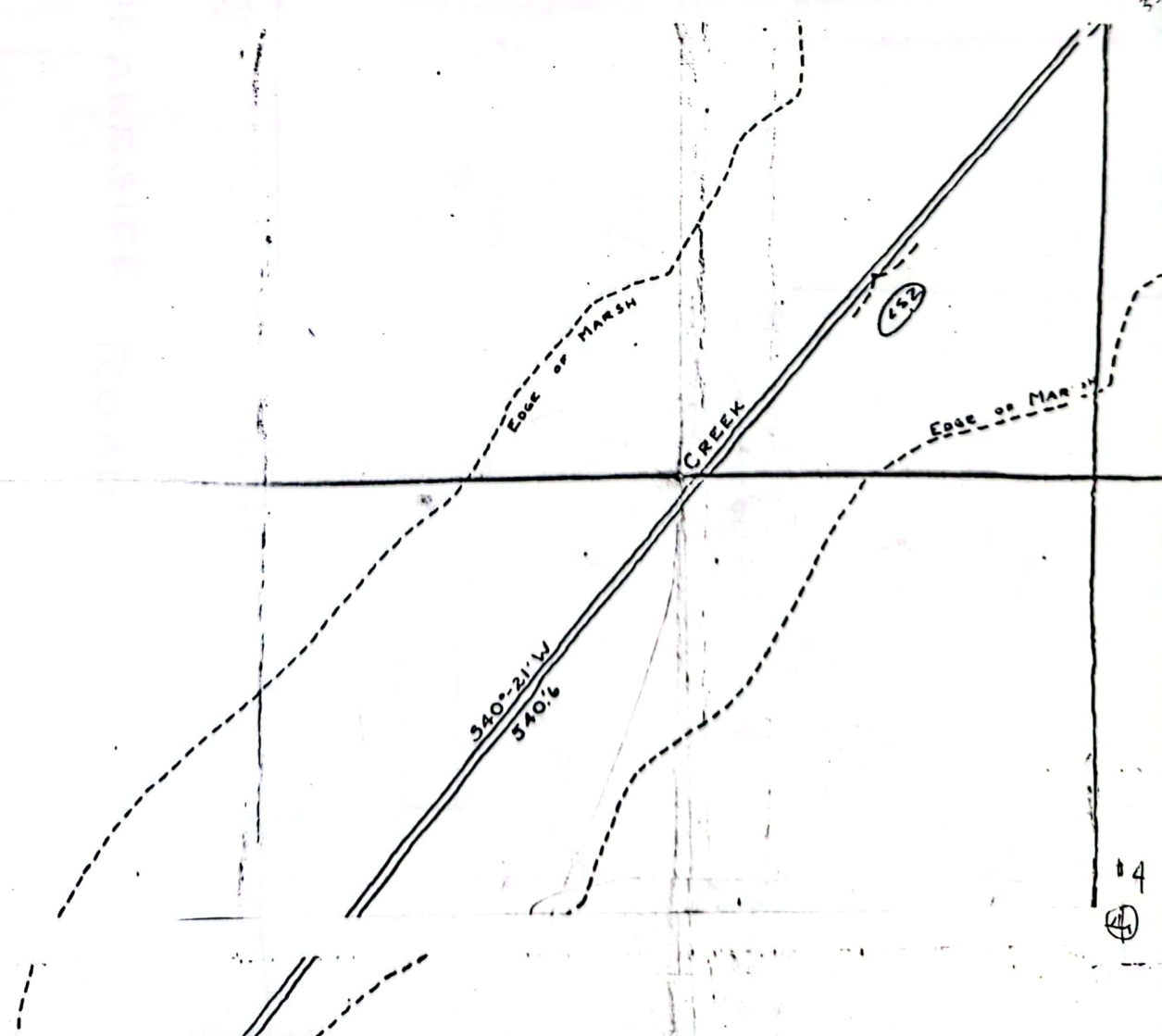
SCALE: 1 IN. = 50 FT.

JULY 1953

JOHN W. DURGIN  
CIVIL ENGINEERS



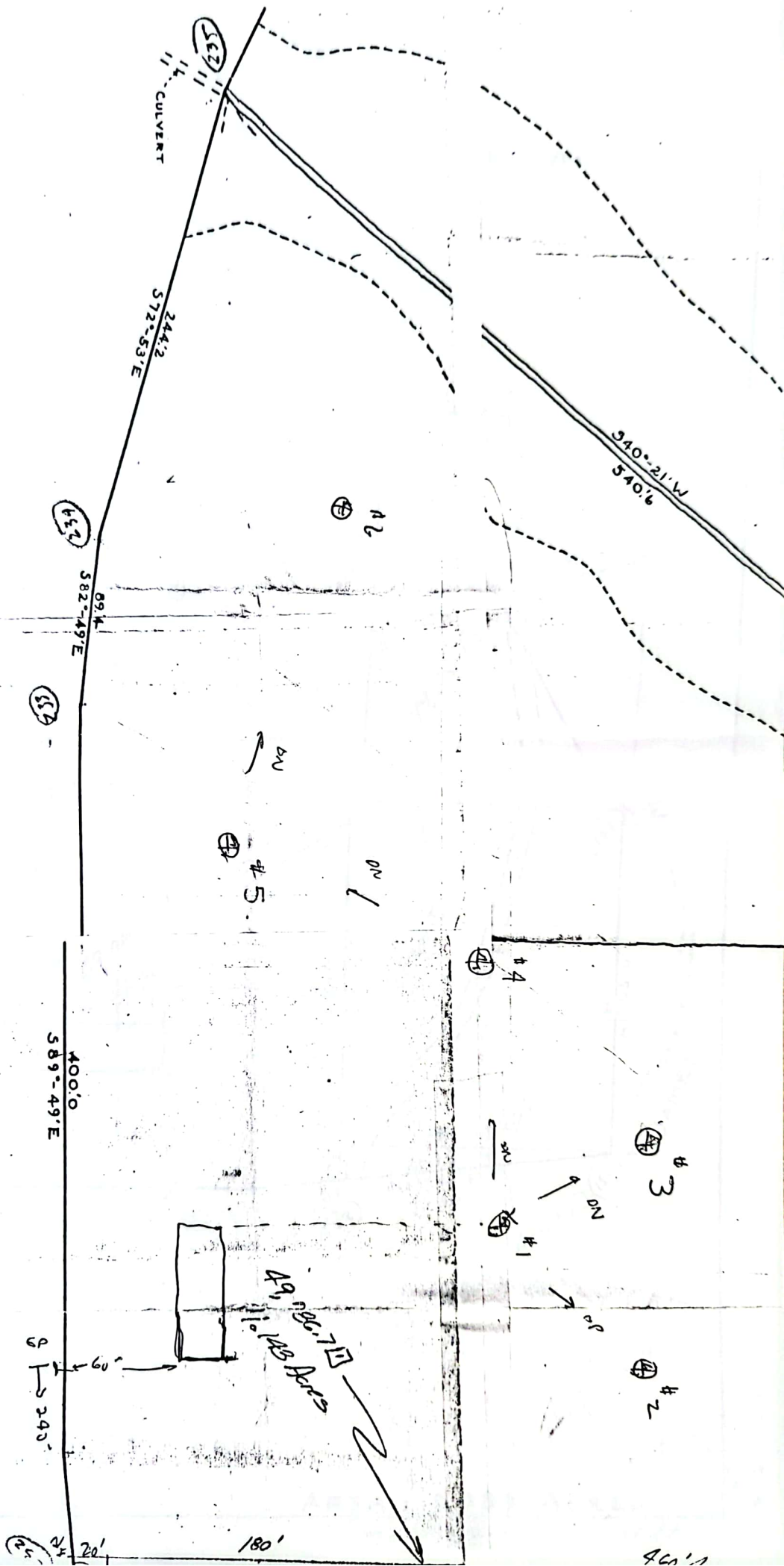
WAL - AI



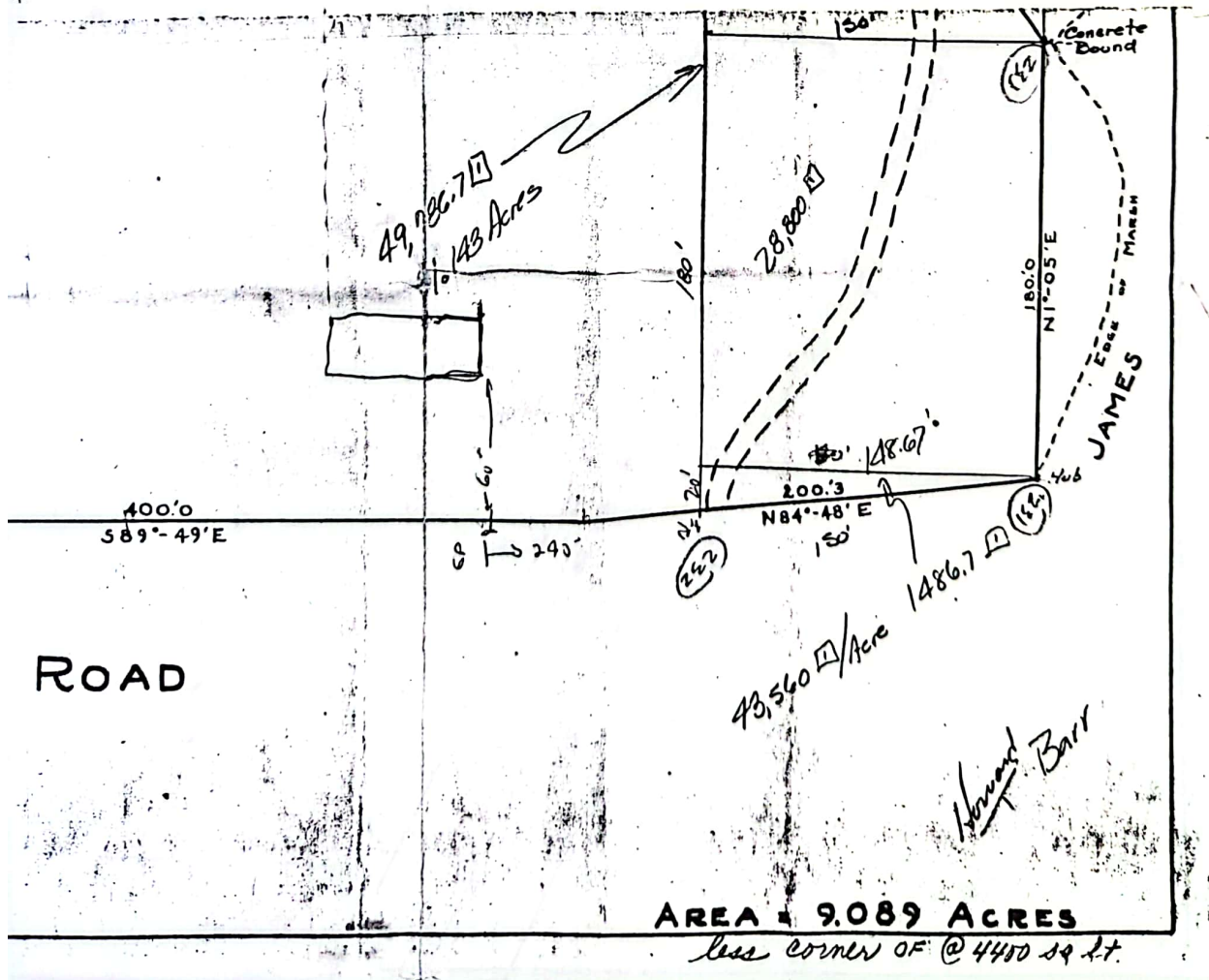


Plan # 7195

DRAKESIDE  
ROAD









255



WAL-ACE SHAW

EXETER & HAMPTON

ELECTRIC

RIGHT OF WAY

**BROWN**

Now our

$\rightarrow 2^1$   $2^2$   $2^3$   $2^4$   $2^5$   $2^6$   $2^7$   $2^8$   $2^9$   $2^{10}$   $2^{11}$   $2^{12}$   $2^{13}$   $2^{14}$   $2^{15}$   $2^{16}$   $2^{17}$   $2^{18}$   $2^{19}$   $2^{20}$   $2^{21}$   $2^{22}$   $2^{23}$   $2^{24}$   $2^{25}$   $2^{26}$   $2^{27}$   $2^{28}$   $2^{29}$   $2^{30}$   $2^{31}$   $2^{32}$   $2^{33}$   $2^{34}$   $2^{35}$   $2^{36}$   $2^{37}$   $2^{38}$   $2^{39}$   $2^{40}$   $2^{41}$   $2^{42}$   $2^{43}$   $2^{44}$   $2^{45}$   $2^{46}$   $2^{47}$   $2^{48}$   $2^{49}$   $2^{50}$   $2^{51}$   $2^{52}$   $2^{53}$   $2^{54}$   $2^{55}$   $2^{56}$   $2^{57}$   $2^{58}$   $2^{59}$   $2^{60}$   $2^{61}$   $2^{62}$   $2^{63}$   $2^{64}$   $2^{65}$   $2^{66}$   $2^{67}$   $2^{68}$   $2^{69}$   $2^{70}$   $2^{71}$   $2^{72}$   $2^{73}$   $2^{74}$   $2^{75}$   $2^{76}$   $2^{77}$   $2^{78}$   $2^{79}$   $2^{80}$   $2^{81}$   $2^{82}$   $2^{83}$   $2^{84}$   $2^{85}$   $2^{86}$   $2^{87}$   $2^{88}$   $2^{89}$   $2^{90}$   $2^{91}$   $2^{92}$   $2^{93}$   $2^{94}$   $2^{95}$   $2^{96}$   $2^{97}$   $2^{98}$   $2^{99}$   $2^{100}$

11-12-44  
335.0

EST. 8

IRON PIPE

H2-290

H1-240

#H1-23

# H2-28

23

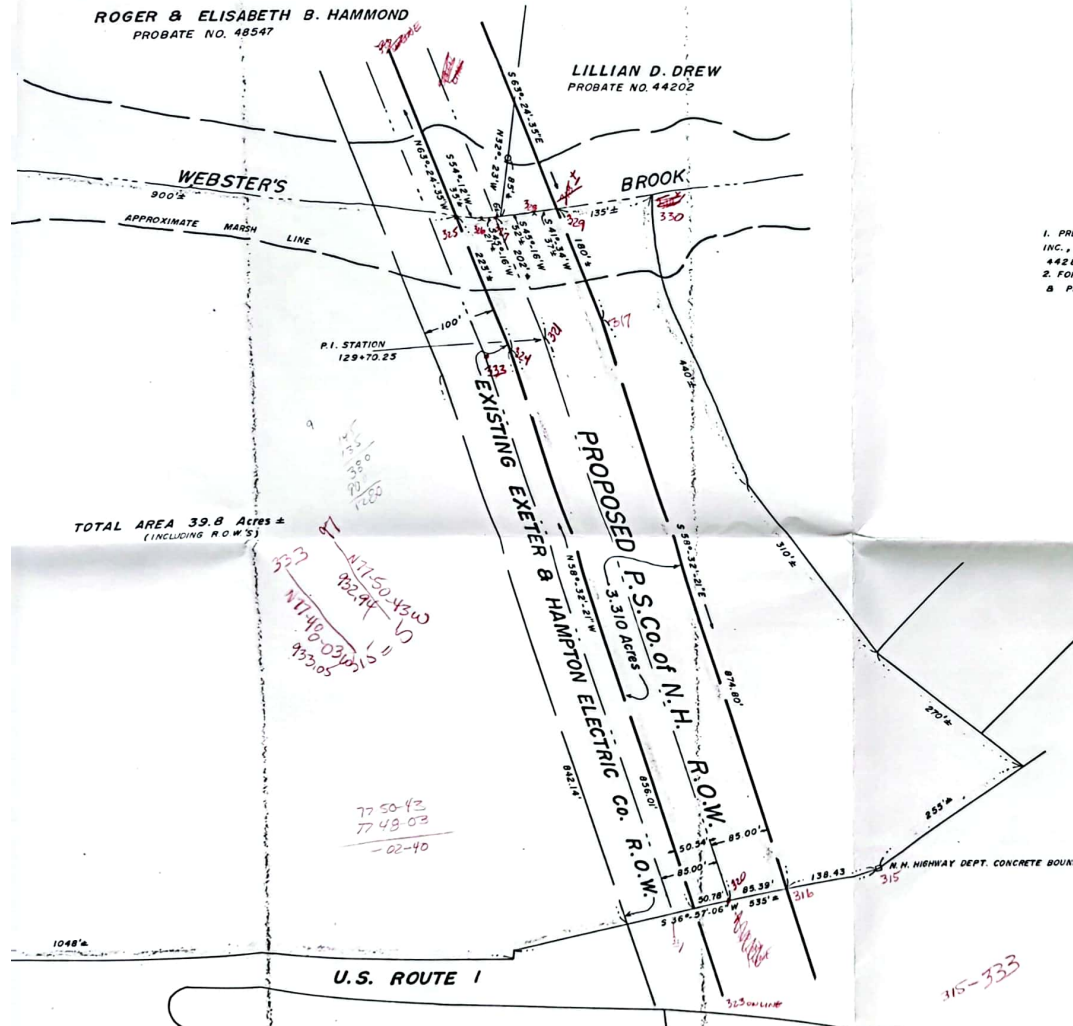
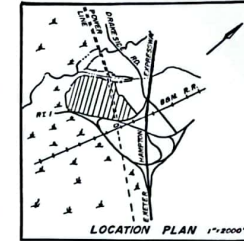
654  
N31-A







THIS PLAN FOR REFERENCE ONLY  
NO REPRESENTATION OR WARRANTY IS  
MADE AS TO LOCATION OF BOUNDARIES  
OR OTHER POINTS OF REFERENCE.

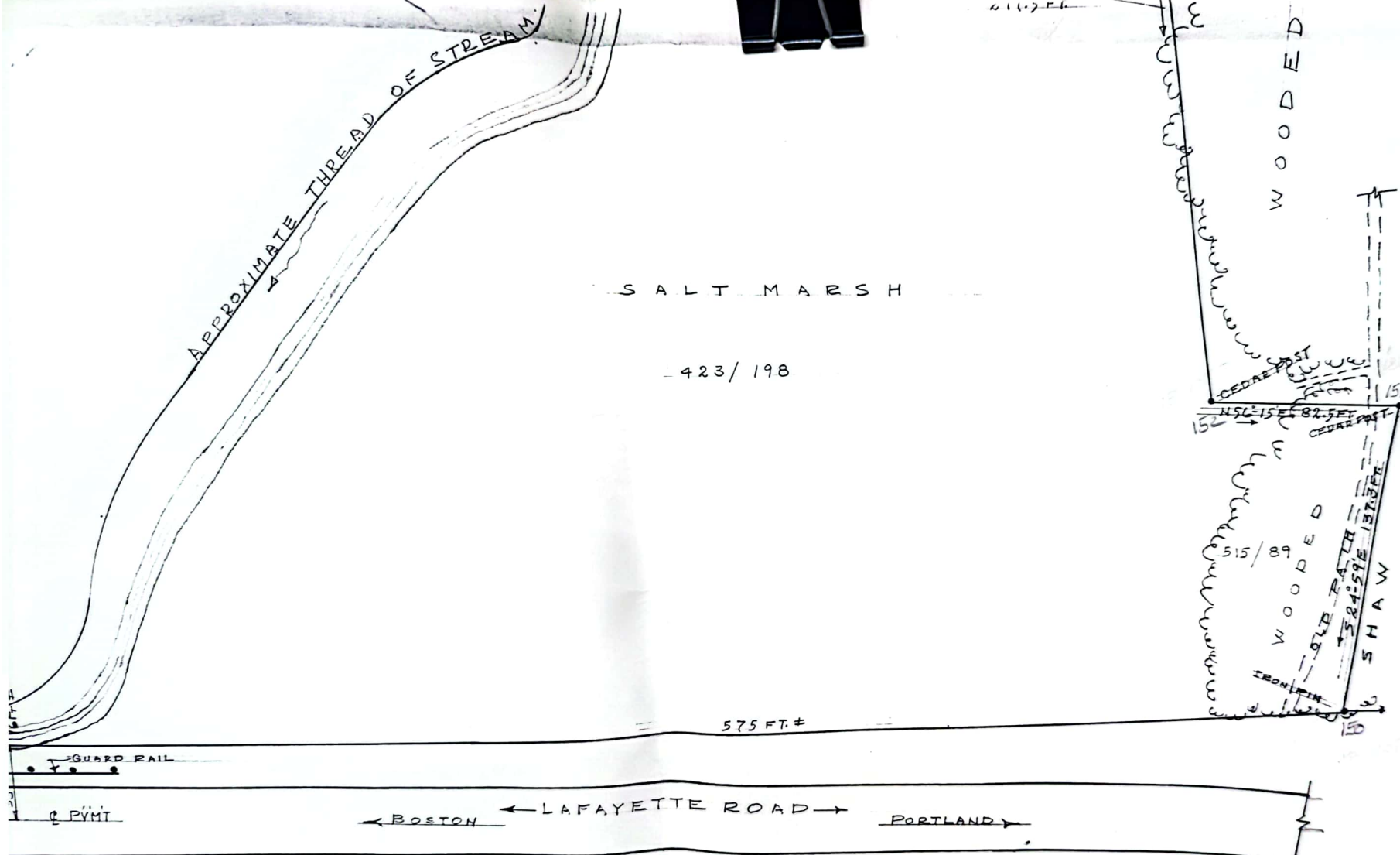


1. PRECISE SURVEY DATA FROM FIELD DATA BY THOMAS F. MORAN, INC., BEDFORD N.H.; APPROXIMATE DATA FROM TAX MAP SHEETS 442 & 443.
2. FOR TITLE TO PARCEL SHOWN SEE R.C.D. VOL. 1450 PG. 328, & PROBATE # 45612

REVISION		DATE	DRAWN	CHKD	APPR
NO.					
DESIGNED					
DRAWN					
TRACED					

RIGHT OF WAY ACROSS WALLACE A. & E. JANET SHAW HAMPTON, N. H.	
PUBLIC SERVICE CO. OF NEW HAMPSHIRE ENGINEERING DIVISION SCALE - 1" = 100'	R-9673

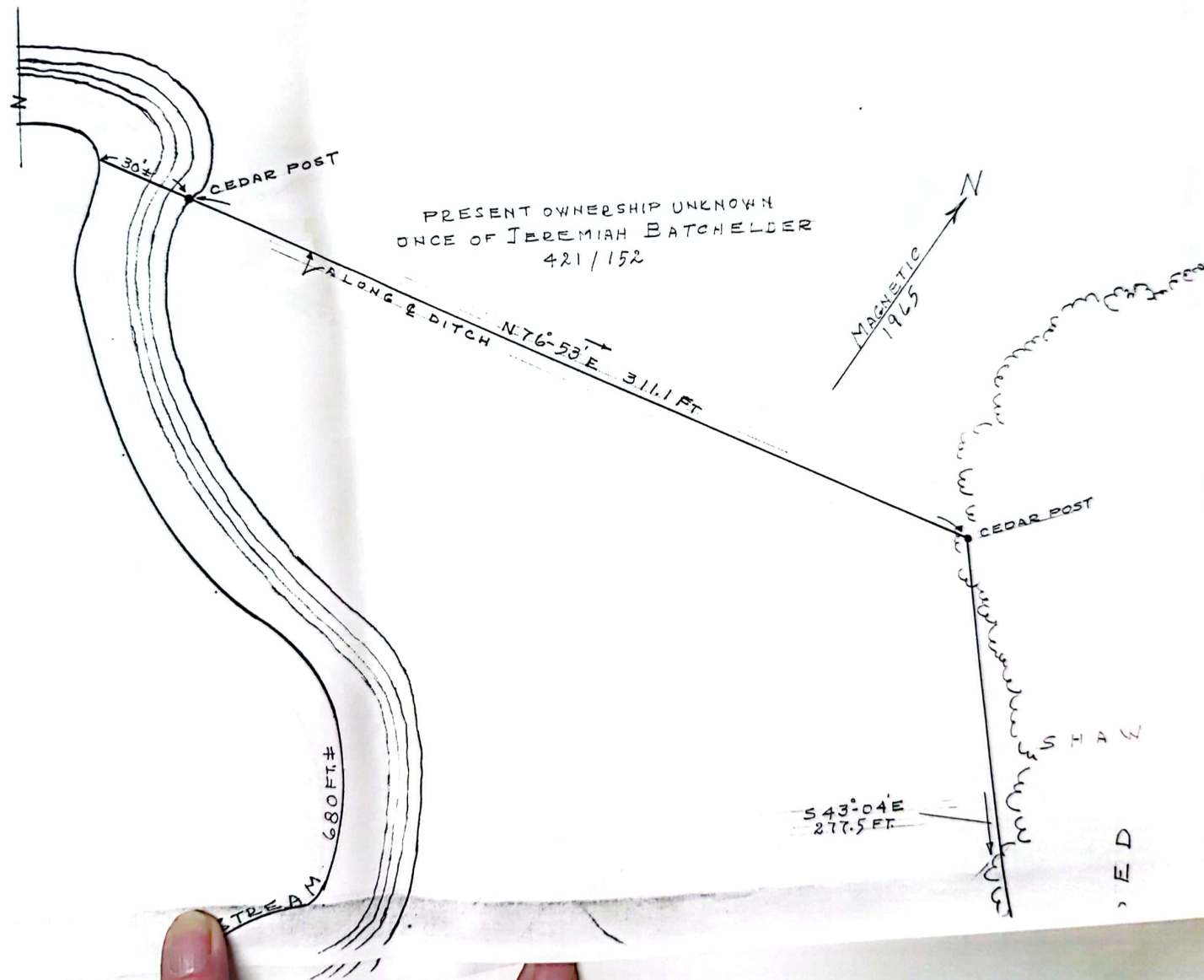




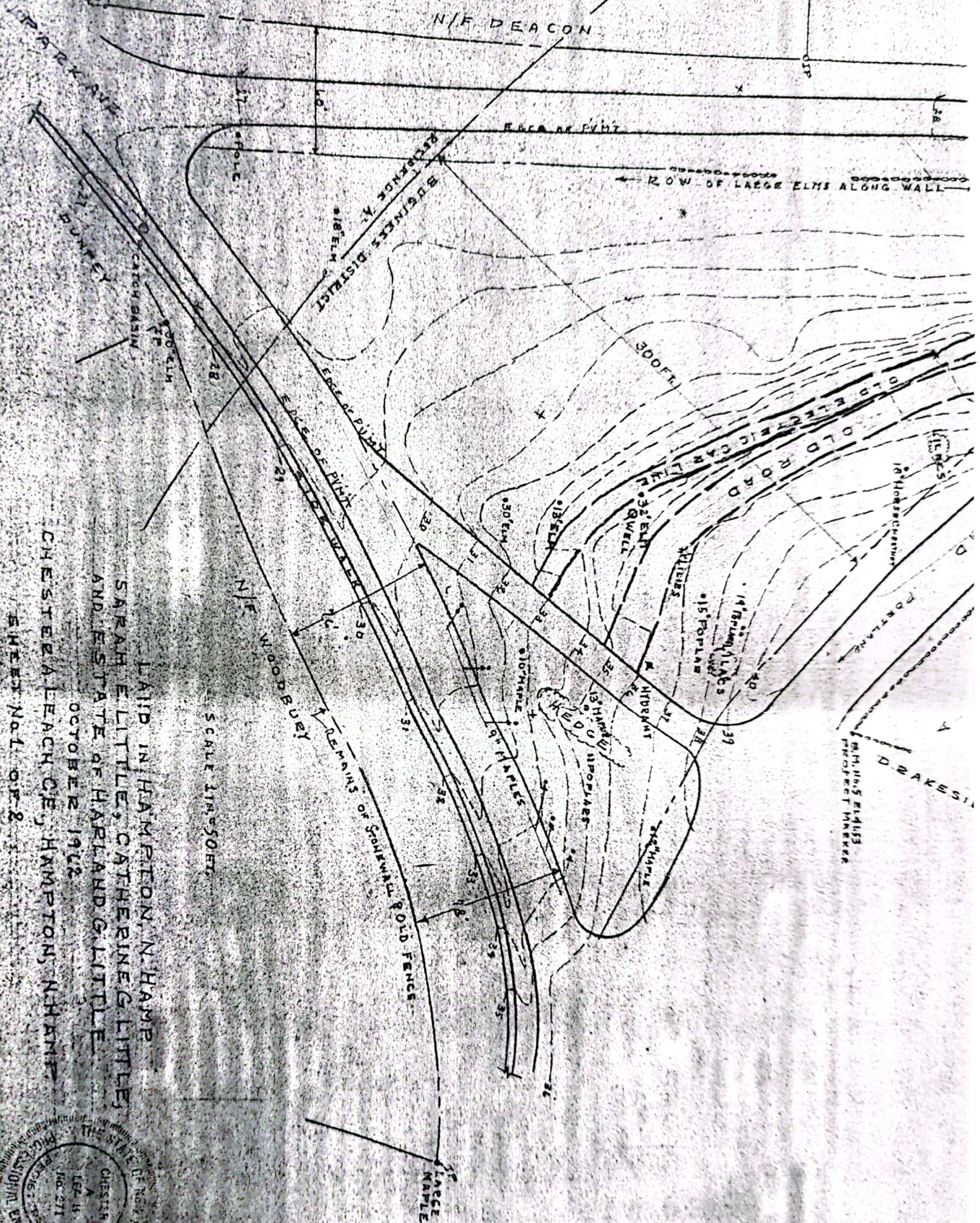
LAND IN HAMPTON, N. HAMP.  
EDWARD GRENIER & RICHARD GRENIER  
JULY 1965  
CHESTER A. LEACH, JR., HAMPTON, N. HAMP.







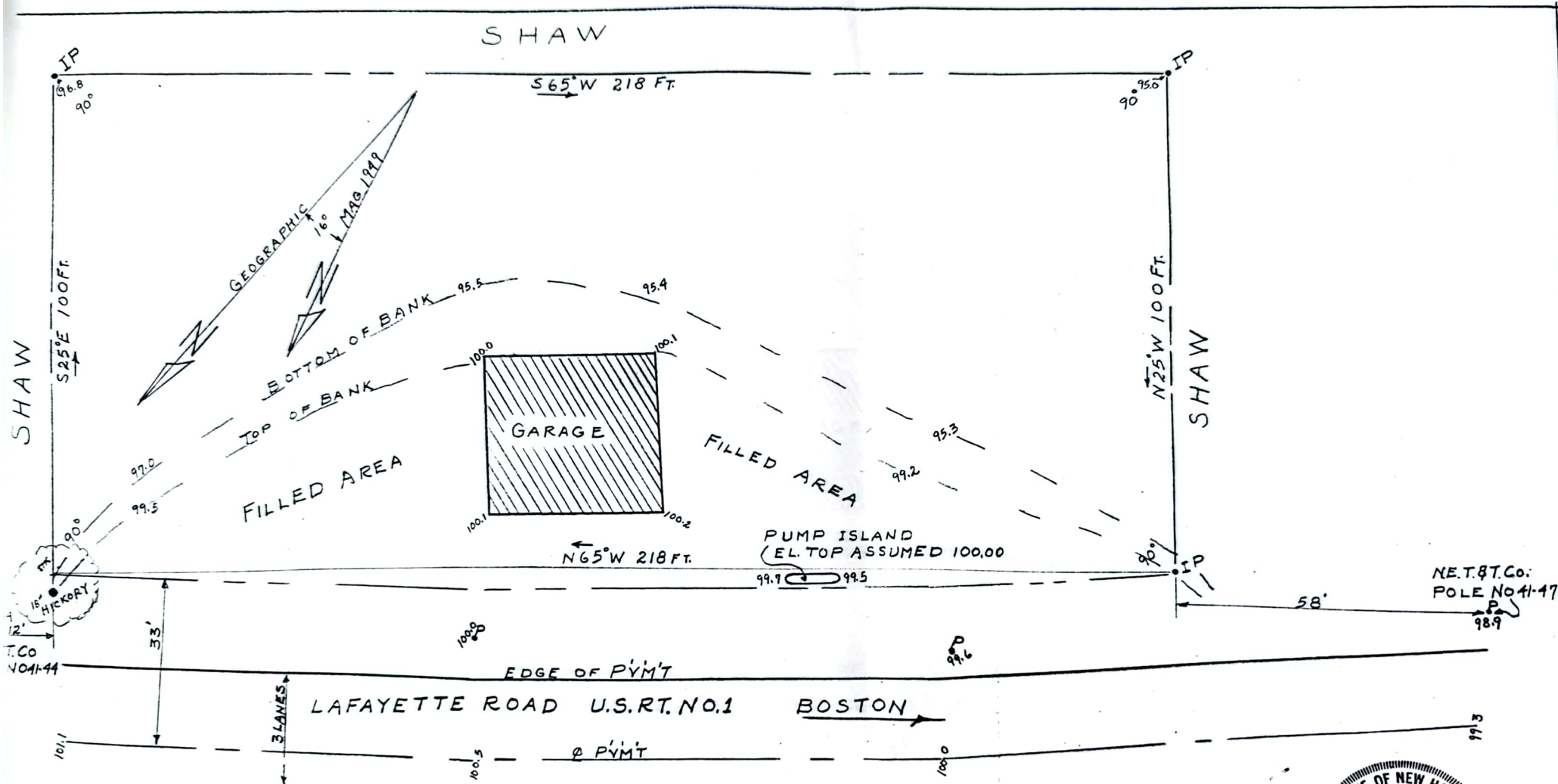




LAYD IN HAMPTON, N.HAMPE  
SARAH E LITTLE, CATHERINE G LITTLE,  
AND ESTATE OF HARLAND G LITTLE.  
OCTOBER 1962  
CHESTER A LEACH CE, HAMPTON, NHAMPE  
SHEET No. 1 OF 2







MAP OF "MURRAY'S GARAGE" PROPERTY IN HAMPTON, N.HAMP.  
FOR ESSO STANDARD OIL COMPANY

SCALE 1"=20 FT.

BY LEACH & HUNTER - HAMPTON, N.H. JAN. 1950

